THE SHIPYARD

IN PEACE AND WAR

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Joint Employee-Management War Production Drive Committee

NEWPORT NEWS SHIPBUILDING AND DRY DOCK CO.

NEWPORT NEWS, VIRGINIA

1944

Acknowledgment

FOR much of the historical material found herein, the Joint Committee is indebted to the many persons whose articles have appeared in shipyard publications; also to the photographic history of the yard in The Mariners' Museum Library.

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Preface

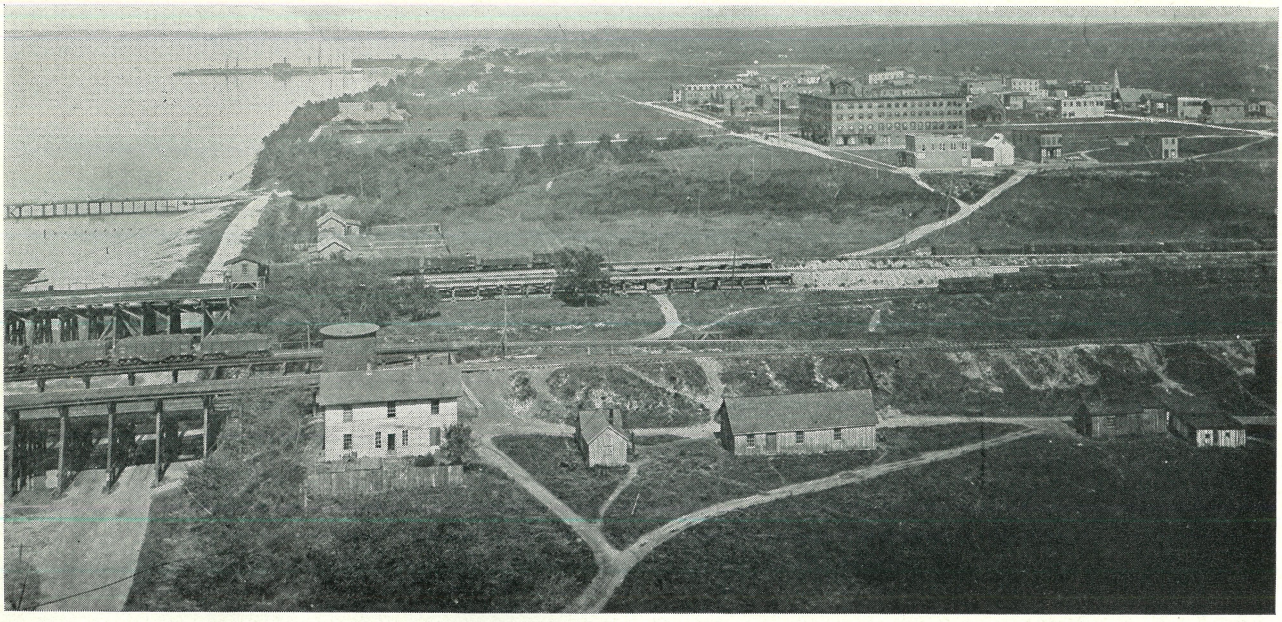
IT IS not wholly imagination that ships, to the men who sail them, appear to have definite, individual personalities. Just as a person reacts to environment, the ship's performance reflects her builder's craftsmanship. Throughout the ship can be seen the hand of every workman. The pride taken by him in the quality of his workmanship, multiplied by the thousands of men who performed tasks big and small, identifies not only the ship but its builder.

Since the Newport News Shipbuilding and Dry Dock Company began building ships just before the turn of the century, our country has been engaged in three wars. Naval power has had a vital share in all three, and Newport News-built ships have frequently played major parts in decisive engagements.

Worthy performances of these vessels, in war as in peace, have justified the faith of their builders as well as the pride of the crews who sailed them. In that belief we tell you here about some of our ships that have flown the battle flags of the United States, and something about the shipyard in which they were built. To the artisans, past and present, who did the building we dedicate this book.

"Build me straight, O Worthy Master!
Staunch and strong, a goodly vessel,
That shall laugh at all disaster
And with wave and whirlwind wrestle!"

—*Longfellow.*



Newport News in 1889. Shipyard in left background. Hotel Warwick in right background.

IN THE year 1880 America's "manifest destiny" was just becoming apparent. While recovering from the effects of a civil war, the country entered upon an era of internal expansion which saw the country spanned by railroads. Our national boundaries were well defined, and we were at peace with the world.

Collis P. Huntington, who had successfully engineered the completion of the Southern Pacific Railroad, looked forward to connecting it with the Chesapeake and Ohio Railroad whose terminus was at Richmond, Virginia. Beyond that he envisioned a merchant marine capable of carrying the country's rich products to the far corners of the earth.

To make that dream come true he needed a shipyard capable of building cargo ships, as well as of repairing and servicing them, located at an accessible port on the Atlantic Coast.

So it was that on a day in 1880, citizens of the lower Peninsula heard that the C. & O. was to build an extension to deep water at Newport News. Although one of the oldest English settlements in this country, Newport News was still a hamlet and had remained isolated because it lacked railroad transportation. Even repeated efforts to maintain a country post office had failed through lack of patronage. With the advent of the railroad, however, and later the shipyard, the sleepy community came to life and within a generation boasted a population of some 20,000.

Within a stone's throw of Hampton Roads, where all the navies of the world could ride at anchor, was a natural site for a shipyard. It was, in Huntington's own words, "At the very gateway of the sea, with a wide and safe entrance and commodious harbor . . . in the center of the Atlantic coast line of this great republic."

We who have the benefit of hindsight can see, as the shipyard has grown with the years into the vast and complex organization it is today, just how accurately prophetic the Founder's vision was. Bit by bit the plan has unfolded, each additional building, each shop, each new facility, fitting neatly into the pattern.

Equally prophetic were the Founder's fears, betrayed when he expressed his hopes. It was on the occasion of launching *El Sud*, first of the long line of modern ships built here, that he said:

". . . it matters little in what part of the country these ships are built, so that the flag of our common country floats over them. . . . Let us learn to look upon that ensign as not so much the emblem of war as the signal of peace. Let us hope that, in the future, the ships over which it floats may

Interested spectators view official opening of Dry Dock 1 (April, 1889)

carry not soldiers nor munitions of war, but the products of American industry."

These were fine, high hopes. But from the beginning this shipyard was called upon to construct large naval vessels, and had to build up an organization of men who had no peers in the art of building warships.

Nashville, *Fanning*, *Dallas*, *Houston*, *Ranger*, *Boise*, *Yorktown*, *Enterprise*, *Hornet*—these will ever remain proud names in the lexicon of our Navy. Let us not forget the men who built these ships, the men whose heart, toil and sweat for more than a half-century went into the making of their victories.

AT THE time of the rail extension, Collis P. Huntington announced that one of his immediate purposes was to build a city at Newport News. Sponsored for that purpose, the Old Dominion Land Company was organized in 1880, and a layout of the proposed metropolis was made and recorded within a few months. Before the close of 1882 a nucleus of buildings had been erected, including a hotel, the Lafayette House at the northeast corner of Twenty-seventh Street and what was then Lafayette Avenue. About 1900, Lafayette Avenue was renamed Huntington Avenue as a tribute to the shipyard's founder. A larger hotel, the original Warwick, opened for business in April, 1883.

As the shipyard began to take on form and size, new and more conveniently-located residential sections sprang up to accommodate a population which heretofore had been confined to an area, adjacent to the C. & O. piers, which during the Spanish-American War acquired the unenviable but somewhat apt sobriquet of "Hell's Half Acre." As the new residential sections grew in number and size, the influence of the shipyard was to be found in the bestowal upon them of such humorously-colloquial appellations as "Dry-dock Row," "Bosses' Row," "Quality Row," "Whiskey Row," "Stable Row," and others.

The real life of the shipyard began April 24, 1889, with the official opening of its

first dry dock. And a "wonder in dry docks" it was, according to newspapers of that day. They added a quite accurate prediction: "The opening . . . marks a new era in the industries of Virginia and will also have an important bearing upon the shipbuilding interests of the country."

The craft selected for testing the dry dock was the Naval monitor *Puritan*, the heaviest concentration of weight available. For the sake of historical accuracy it might be mentioned here that the yard officials were taking no chances on the dry dock's ability to perform—five days previously, on April 19, they had tried it out to their own satisfaction by docking the dredge *Commodore* and the British steamer *Wylo*.

This was the transition period between sail and steam, and many proud clipper ships and barques made their graceful way up the James in the early years. The *George M. Grant*, the *Lyman N. Law*, the four-masted steel barque *North Star*, the Palmer fleet, the seven-masted schooner *Thomas W. Lawson*, the old wooden-hulled frigate *Jamestown*, built in 1845—these and many others whose names gladdened the hearts of deepwater sailors were well known to everyone at the yard.

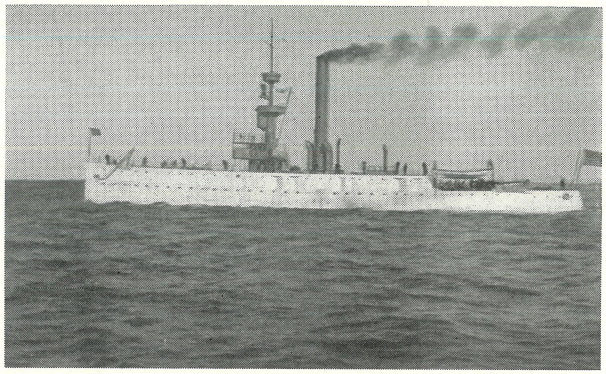
But despite one unusual repair job in 1894, when the damaged 3,900-ton British steamer *Persian Monarch* was converted to a square-rigged sailing ship, the evidence had long since become plain that the heyday of the wooden sailing ship had drawn to a close. This was the new day of iron and steel.

Almost from the beginning, transoceanic vessels put in at Newport News for repairs. There were, for example, the American liner *Atlantic Greyhound*, a 10,500-ton luxury ship which was one of the notable vessels of its time; the 11,600-ton *St. Paul*, the 20,000-ton sister ships *Minnesota* and *Dakota*, the *Mongolia* and *Manchuria*.

The international importance of those ships at that time may best be judged by the fact that forty years were to pass before there lay at these same piers our own 35,000-ton *America*, largest merchant vessel ever constructed in this country. Constructed, it might be added, just in time to play an important part in a crucial period of our nation's history.

WHEN the Federal *Monitor* and the Confederate ironclad *Virginia*—better known to history under her original name *Merrimac*—pounded away at each other in Hampton Roads in 1862, they not only were making naval history; they were altering all prior conceptions of the art of naval construction as well.

That engagement marked the end of the swashbuckling days of grappling irons, of boarding and hacking away with naked cutlass in bloody, hand-to-hand combat as in

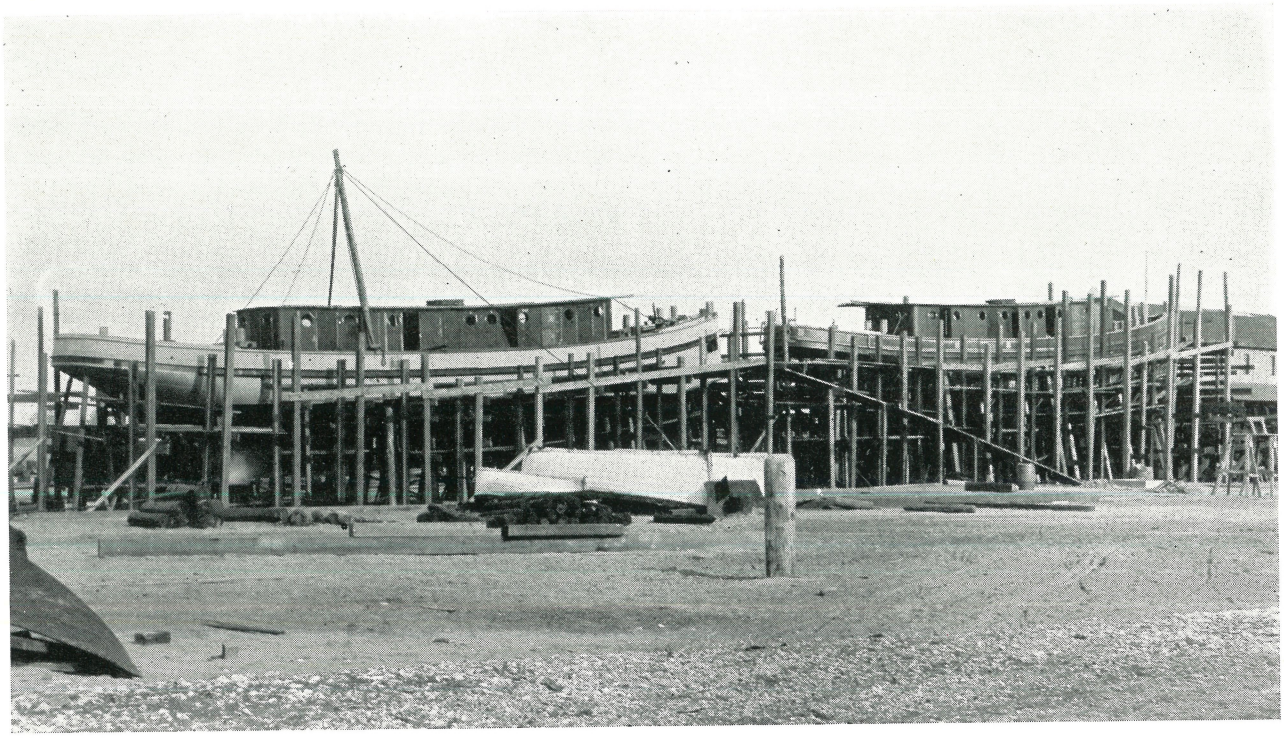


First Newport News warship, the Nashville, leaving for trial trip on June 19, 1897. This gunboat became famous for firing the first shot in the Spanish-American War

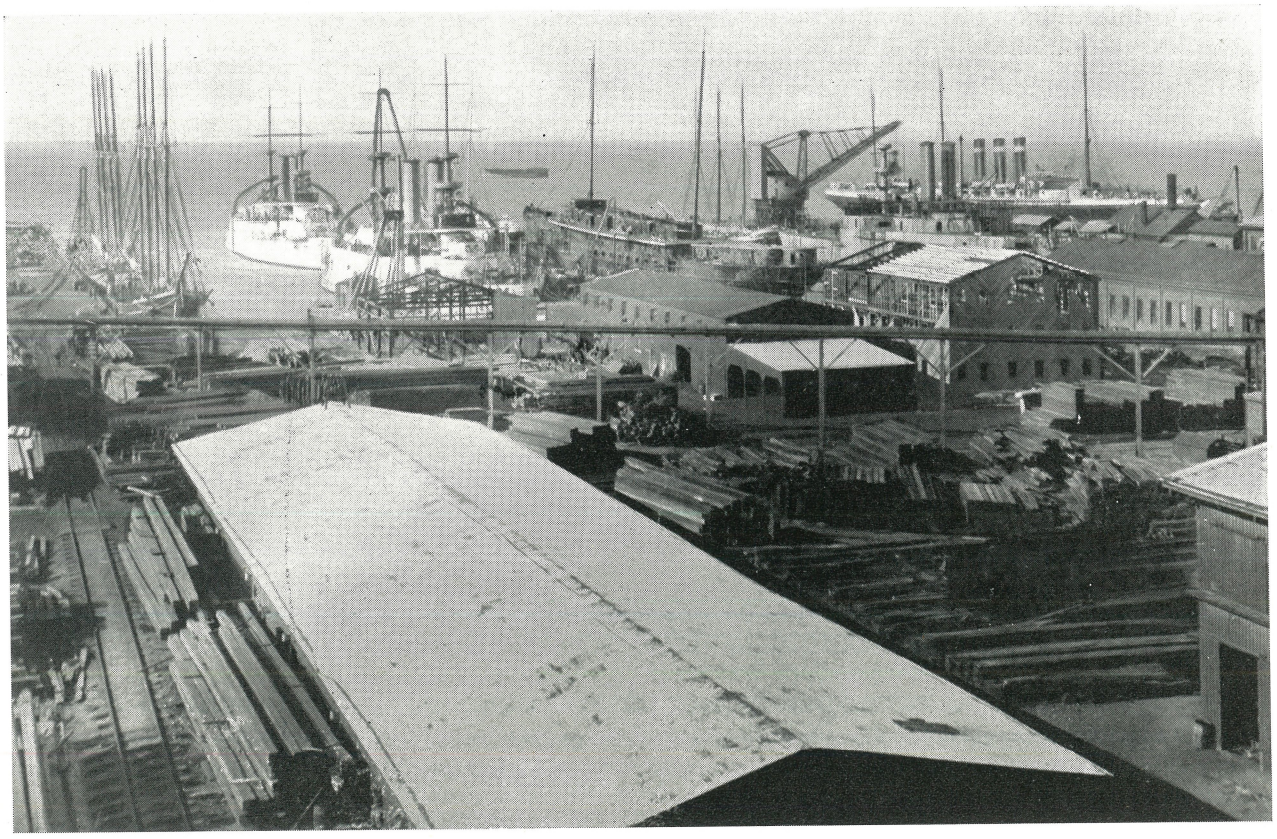
the days of Lord Nelson and our own John Paul Jones—master of the *Ranger* whose namesake was to be built here a century or so later. With his *Monitor*, Ericsson had produced the first revolving, well-protected gun turret, and armored ships with guns of superior range and accuracy became of necessity the ideal of naval strategists the world over.

Our naval-building program had an auspicious start—it was the first naval vessel delivered by the shipyard, the *Nashville*, that sounded the first gun in the Spanish-American War.

October 19, 1895, was a big day in Newport News, to say nothing of the rest of a country roused to patriotic fervor by an unprecedented double-launching of two "bantam warships." Twin-screw vessels with quadruple-expansion engines, the gunboats *Nashville* and *Wilmington* were the last word in naval architecture of the day.



Tugs Dorothy and El Toro, Hulls 1 and 2 on the ways (1890)



View of the outfitting basin from the water tower. Battleships Kearsarge and Kentucky are at Pier 2 with second El Cid, Hull, 27, and Comus, Hull 28, on far side of pier. Battleship Illinois is at Pier 3, while luxury liner New York of the American Line lies at Pier 4 (December, 1899)

The double launching was celebrated on the 114th anniversary of the close of the War of American Independence. In addition to the sponsors and their parties from the respective Tennessee and Delaware cities for which the ships were named, Secretary of the Navy Hilary A. Herbert and a distinguished group from Washington attended, among others. In the River opposite the shipyard the "White Squadron"—six large flag-bedecked vessels of the Atlantic Fleet—rode at anchor and added to the colorful spectacle.

The celebration and the high praises bestowed on that occasion soon were amply justified. The *Nashville* had been in service less than a year when President McKinley proclaimed a blockade of northern Cuban ports at the beginning of war with Spain on April 22, 1898. On that same day the shipyard's first warship opened the shooting with a shell across the bow of the Spanish steamer *Buena Ventura* near Key West. The Spaniard was captured by the *Nashville* without loss of life and brought in as a prize of war.

It fell to the lot of one of our first jobs of private construction, the 90-foot tug *El Toro*, Hull 2, to seize the initiative in merchantship participation in the war. Renamed *Accomac* and operated as a despatch boat between Key West and Havana, the little tug managed to capture three Spanish schooners, putting prize crews aboard.

In 1941 our *El Toro*, now the *Nottoway*, was reported still in service, operating out of Boston.

The stirring cry, "Remember the Maine," was still resounding across the country when, in March, 1898, the Newport News yard was again a center of attention as it launched its Hulls 18 and 19, the battleships *Kearsarge* and *Kentucky*. Never before had any shipyard launched two such concentrations of weight and fire power in one day.

The Governors of Kentucky and Virginia, as well as a large number of other distinguished guests and naval officers, were present to share in the excitement and to marvel at the mechanical ingenuity displayed in the building of what were undoubtedly believed to be vessels which could never be surpassed for strength and hitting-power.

Several months prior to the launching, a representative of the *Waterways Journal*, maritime magazine printed in St. Louis, visited the yard and, in his own published words, was "confused with astonishment" at the size of the "big shipway crane" and the "large shops where the steel planers, twisters, curvers, forgers, compressors" and other equipment were in operation. "Wonders will never cease!" he exclaimed editorially.

Illustrative of that rugged period, the magazine article further remarked: "There will be between 800 and 1,000 unarmed Kentuckians present at the launching of the big battleship *Kentucky*."

While no arms were displayed during the ceremonies, it is a matter of record that the aforesaid Kentuckians were well armed with bourbon, dozens of bottles of which they let fly against the sides of the ship as she slid down the ways, making the *Kentucky* one of the most-christened ships in Naval annals.

Just how well the men of Newport News builded is demonstrated in the fact that today, forty-five years after she was launched, the *Kearsarge* is still in active and valuable service as Naval Crane Ship No. 1. In the latter role, in 1941, she aided in putting aboard the big guns for our 35,000-ton *Indiana*. The battleship *Illinois*, Hull 21, which admiring visitors saw on the building ways when they visited the yard for the launching of the *Kearsarge* and *Kentucky*, is now known as the *Prairie State*, still in its country's service as a training ship.

Nor are those cases of extended service unusual, for the first ship ever built here, the 90-foot iron tug *Dorothy*, remains hard at work in her original capacity, operating out of Norfolk harbor. Now known as *J. Alvah Clerk*, our Hull 1 to date has fifty-three years of useful service to its—and our— credit.

THE building of ships, an art then as now, was in the early nineteen-hundreds no job for weaklings. Lacking the many labor-saving tools and materials which came with technological advance, the workers had to depend upon their brawn to a major extent. The work was hard, and it bred a hardy following.

With a few notable exceptions, the men who in those early days earned for the shipyard its reputation have retired. They will not be forgotten, however, for in a surprisingly large number of cases their family names are still to be found on the employment rolls, with the traditions they established carried on by sons, grandsons and even great-grandsons.

Fashions in speech and accents change with each succeeding generation. Quite prominent here in the early days were the burr and rolling "r's" of shipbuilders who came from the Clyde. These and other accents have largely disappeared and idioms and slang-phrases have changed. But there is one shipyard expression that has continued in every-day use from the beginning to the present day—the title of "mate" bestowed by workers upon each other.

In that expression there is tacit understanding of the fact that the building of ships is a matter of teamwork, of co-ordination of effort all the way from the designer to the mechanic's helper, from the plant engineer's staff to the tool-crib keeper, the rigger, the sweeper and others in so-called service groups. The simple fact is that every shipyard job is an important, essential one. And upon every worker rests some measure of responsibility for the quality of the ships turned out, and the speed with which we do it.

Through co-ordination of effort there has been developed at the Newport News shipyard, in time of peace as well as during the stresses of war, a high degree of efficiency and harmony.

BECAUSE of its successful competition with other shipbuilding concerns, the Newport News yard rapidly came to be known as one of the nation's major ship-construction and repair firms. During the ten years after opening of the first dry dock, the company had turned out, complete with machinery and equipment, sixteen vessels of various kinds, large and small; had built and installed machinery in two others, and had then under contract fourteen vessels, including four battleships and the two 11,000-ton liners *Korea* and *Siberia*, designed for the Pacific passenger and freight trade.

The advantageous location of the yard, particularly with reference to the enormous coal trade of the Port of Newport News, also had brought a volume of repair business which kept pace with new ship construction.

With the advent of war with Spain, the Government called upon the yard to strain every resource for conversion of its peace-time products to sinews of war. Soon every bit of available working space was devoted to the war-time job.

Despite its relative youth, the Newport News plant was as well prepared as any yard in the country to cope with this type of work. With its first big job, upon starting operations in 1890, it had attained a reputation in the ship repair field. This was in connection with the 3,740-ton British ship *Kimberley*, which had been wrecked on the Atlantic Coast. In addition to extensive repairs to the hull and machinery, it required the installation of a new bottom, shaft alley, donkey boilers, pumps, propeller, hoisting engines, galley and plumbing equipment, electric lighting, rigging and much else besides.

This and other early repair jobs had given the workers the necessary "know how," and soon the conversion of merchant ships was in full swing. *El Sud*, the yard's Hull 3 and first big ship built here, was converted to an auxiliary cruiser renamed *Yosemite*. Her sister ships *El Norte* and *El Rio*, also built for Morgan Line operation between New York and New Orleans as part of the Southern Pacific transcontinental system, became the auxiliary cruisers *Yankee* and *Dixie*, respectively.

El Cid, our Hull 6, completed in 1893, turned in a brilliant performance when added to the Morgan Line fleet. Probably for that reason it was purchased by the Brazilian Government later that same year when political disturbances broke out in that South American country, and was converted to a so-called "dynamite cruiser" bearing the name *Nictheroy*. Repurchased by the U. S. Government in 1898, it went through another conversion, this time to the naval auxiliary *Buffalo*, in which capacity it continued in use through the period of the first World War.

The *Creole*, Hull 16, a 6,000-ton liner built for the Cromwell Line in 1896, was purchased by the Government and converted to an ambulance ship under the Geneva convention for neutrality of vessels in that service. Renamed *Solace*, it was our Navy's first hospital ship. Under that name she also served throughout World War I.

It later fell to the lot of another Newport News-built ship, the *Iroquois*, Hull 306, to be converted to the second hospital ship *Solace* that is carrying forward the same traditions for humanitarian work in World War II.

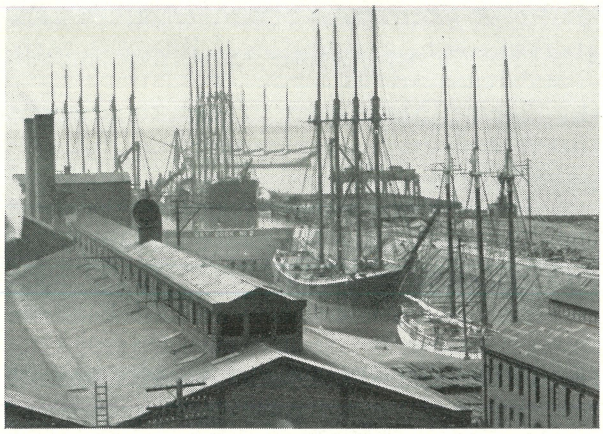
Wartime conversions for use against Spain also included a number of ships built elsewhere, such as the American Line's *New York* and *Paris*, which became, respectively, the military transports *Harvard* and *Yale*. The cruiser *Brooklyn* was also prepared for war duty at Newport News outfitting piers.

Spectacular twin victories by Admiral Dewey and Admiral Sampson over the Spanish fleet brought a quick conclusion to the war, and the shipyard's workers resumed their peacetime building. But it was not to be many years before the experience which had been gained in 1898 would be called upon again in the country's hour of danger. It is a part of the record of these early workers that they amply fulfilled their obligation.

THOSE first years, in addition to bringing Newport News yard a reputation for speed as well as excellence in design and construction, also witnessed rapid growth of the plant's physical structure; so spectacularly, in fact, that within a remarkably short time it had become one of the nation's largest shipyards.

As early as 1893, on the occasion of the Chicago World's Fair, the shipyard had been awarded an engrossed certificate for "a model in large size of a cargo steamer, also a model in large size of the shipbuilding yard, indicating the importance of their extensive works and facilities for shipbuilding."

The ship model was that of *El Sud*, our Hull 3, while the shipyard model, built in the joiner shop to a scale of one inch to ten feet, showed the various buildings, railroad spurs for connecting the shipyard trackage system with the C. & O. main line, models of ships then under construction on shipways, and the cranes and shears at outfitting basins.



A marine scene that probably never again will be photographed—three, four, five, six and seven masted schooners undergoing repairs at the yard (September, 1906)

In 1892 the "Loomis System of Incandescent and Arc-Lighting"—one of the marvels of that generation—had been extended from the shops and offices to include arc lights for facilitating outdoor work at night. Prior to completion of the Lee Hall reservoir and the water main to Newport News, the shipyard had installed its own water and fire protection service with a huge tower and elevated tank erected on the Thirty-seventh Street side of the plant. At about that same time a steam locomotive was acquired for shifting railroad cars about the yard.

Machine tool equipment, much of it specially designed and built, was beyond precedent for size and capacity, as were the electric shop cranes which had replaced an earlier type of traveling bridge crane actuated by hydraulic power and a system of wire rope transmission.

Thus we were ready, at the conclusion of the Spanish-American War, for a period of great peacetime productivity—a period which at this distance we can now see was a training session, and a time for building up plant capacity.

October 19, 1901, was another occasion for great celebration in Newport News. It marked the 120th anniversary of the sur-

render of Cornwallis seventeen miles away at Yorktown, and the local Business Men's Association seized upon the launching of the Pacific Mail liner *Siberia* to advertise the commercial advantages of the fast growing city.

Railroad and steamboat excursions to the yard from distant points were organized and—a practice that continued during peacetime years—operations at the plant ceased during the afternoon to permit employees to join in the holiday spirit. What was probably the largest crowd ever to visit Newport News up to that time assembled for the event, with many distinguished persons in the assemblage, including Governor of Virginia J. Hoge Tyler and his daughter, Belle Norwood, who christened the *Siberia*.

Objects of especial interest in the yard at the time included the North German Lloyd Atlantic liner *Main*, which had burned in New York Harbor with terrific loss of life and was being rebuilt. The battleship *Illinois*, recently completed, was anchored in the James just off the shipyard piers.

As one of life's coincidences, there was among the visitors on the launching stand Cadet Roger Williams of the *Illinois*, who little thought that twenty-nine years later he was to become Vice-President of the Company.

THE forced-draft voyage of the *U. S. S. Oregon* from the Pacific around Cape Horn and into the Caribbean, in 1898, made it apparent to the Government that a canal cut through the Isthmus of Panama would be of vital significance from a defense standpoint as well as a commercial asset.

Accordingly, when the French attempt to cut the canal, begun in 1880, ended in 1904 with a disastrous financial scandal, the United States Government took on the job and successfully completed it after twelve years of historic effort.

It is a little known fact that the Newport News shipyard played an important, though rather distant, part in the excavation of the famous Culebra Cut. Recognized as one of the major engineering feats of all time (the combined pyramids of Egypt were small by comparison), the Culebra cut required the

One of the many similar rock barges built for use in digging the Panama Canal (June, 1908)

excavation and removal of millions of cubic yards of earth and rock.

Largely as a result of the French failure with its attendant scandal, Americans in general were skeptical about the venture—which, as is usual in the American scene, had its counterpart in acidulous political debates.

Newspapers throughout the country voiced a demand to "make the dirt fly." After a year of toil, U. S. Army engineers had reached a point where a million cubic yards of earth and rock were being removed each month. Slowly and arduously the tempo increased to two million, then three million tons per month.

At that stage of the work "Four Million" became a country-wide slogan which drew cheers when flashed upon stereoptican screens at Y. M. C. A.'s and elsewhere.

Keeping pace with that demand, Newport News shipyard workers were laboring to turn out steel barges ordered by the Isthmian Canal Commission. Used to haul away the rock and earth from Culebra, the number of them available largely governed the amount of work that could be performed.

Ten 126-foot barges were built in 1907, in an early adaptation of assembly-line technique which was to be repeated and improved upon thirty-five years later in a record-breaking job of delivering tank landing ships. As the pace of the work increased, fourteen 1,200-ton barges were turned out

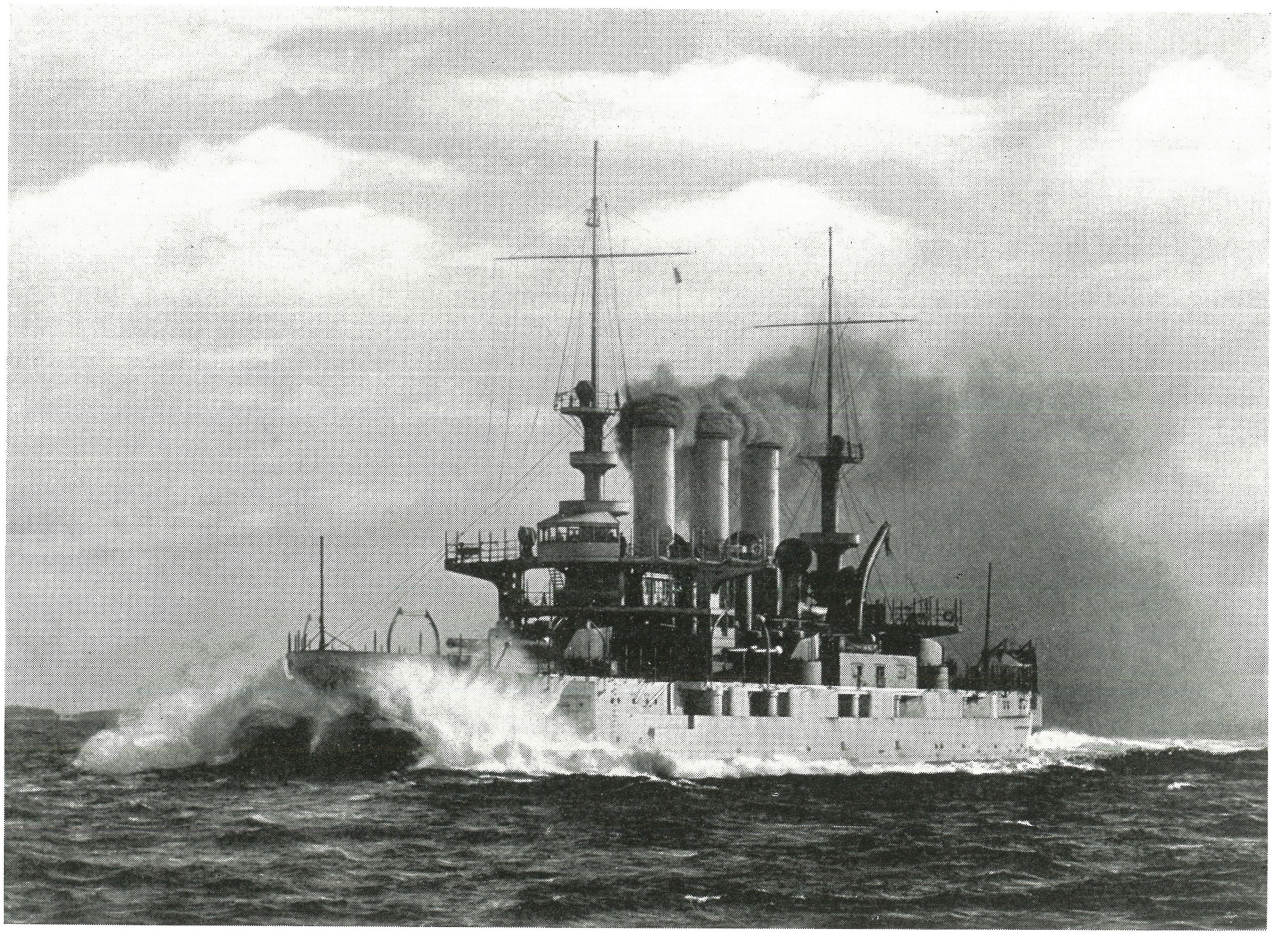
the following year, together with six 500-ton rock barges fabricated at Newport News for shipment to the Canal Zone in knock-down condition. Delivered at Colon, they were transported by rail to LaBoca on the Pacific side where they were put together and launched.

These thirty vessels, comprising about 28,400 gross tons, made up the greater part of the special marine equipment required for the canal's construction. With their aid the fantastic "Four Million" goal was finally reached, to the accompanying cheers of the entire country, and the Canal was finished a year ahead of the original estimate.

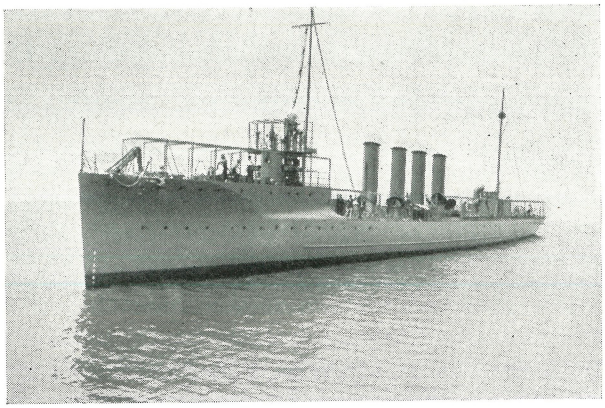
Nor was it too soon. Diplomatic moves and events were shaking the Old World's foundations and making their impact felt upon the New World—a New World which felt considerably safer, however, with its short passage between the Atlantic and Pacific which in effect almost doubled the effectiveness of our Navy.

THE principal subject for discussion at the time was the question of Germany's intentions. Emperor William II, "most discussed man of the day," had built up an army of more than five million men, as well as a navy which for the first time in Teutonic history was qualified to challenge the Great Powers. Magazines and newspapers of the period were full of articles pro and con, with the usual complement of apologists who saw in the Kaiser's militarism only a design for peace.

"We have built up these forces solely for the protection of the German Reich," the Kaiser declared. But President Theodore



Battleship Minnesota with a "bone in her teeth;" one of our seven battleships which participated in the 46,000-mile round-the-world cruise ordered by "Teddy" Roosevelt (March, 1907)



Torpedo Boat Destroyer Fanning, "Old 37," leaving yard for delivery at Norfolk (June, 1912)

Roosevelt, hero of San Juan Hill, believed otherwise, and again the Newport News shipyard was called upon to prepare for war with a huge program of naval expansion.

In April, 1906, the yard had delivered its twelfth steel naval vessel and fifth battleship, the proud 15,000-ton *Virginia*, namesake of the famous ironclad ram whose contest with the Federal *Monitor* occurred in the waters traversed by the new *Virginia* when she left here for the Norfolk Navy Yard. Less than a month later the 16,000-ton *Louisiana* steamed from Newport News to join the fleet, to be followed in March, 1907, by her sister ship the *Minnesota*.

"Teddy" Roosevelt, ardent believer in having a "big stick" on hand, brandished one to good purpose later that same year when he assembled a majestic fleet in Hampton Roads for a 46,000-mile cruise around the world. Of the sixteen battleships making the voyage, seven had been built at the shipyard which was within sight of "Teddy's" reviewing stand.

Whether or not this timely display of naval might had any effect in restraining German designs, the fact remains that the European political pot, although it continued to bubble, did not actually boil over until 1914, the year in which the canal was opened to traffic.

The intervening years had seen further Newport News additions to the fleet, including the 20,000-ton dreadnaught *Delaware* and the *Texas*, a 27-000-ton super-dreadnaught; the submarines *Seal* and *Tuna* and a quartet of destroyers. One of the latter, the *Fanning*, was to emulate the *Nashville* of Spanish-American War fame when, in November, 1917, she repelled an attack upon a convoy and sank a German U-boat after capturing its officers and crew.

The interval of peace had been used to good advantage also in increasing the shipyard's facilities for construction and repair—facilities that before long were in demand for one of the most gruelling jobs in shipbuilding history.

Late pre-war additions to the fighting fleet had been the 14,500-ton armored cruisers *Montana* and *North Carolina*, whose names were later changed to *Missoula* and *Charlotte* when it became the practice to name only battleships in honor of the various States. The *Montana*, incidentally, was the last of the Naval vessels built at Newport News to boast an ornate bow ornament or "figurehead." Henceforth, appearance was to be of secondary consideration and there began to emerge the sleek, grim, fighting craft we know today.

The destroyers *Roe* and *Terry*, delivered in 1910, were the first turbine-driven warships built at the yard. Three-stackers with a high bow, they were accounted the speediest vessels afloat. The destroyers *Monaghan* and *Fanning*, in 1911 and 1912; the naval colliers *Proteus* and *Nereus*, the following year; the 27,000-ton battleship *Texas* in 1914—all of these were valuable additions to a fleet that would soon be called upon to help in the blockade of the Central Powers.

In June, 1916, the flagship of them all, the mighty 31,400-ton *Pennsylvania*, was launched. Her four propellers driven by 31,000 horsepower, she was the proudest warship afloat.

As an historical note: The "Pennsy" was our first "airplane carrier." The thirtieth anniversary of the Naval Air Arm, celebrated in August, 1943, commemorated the flight of a plane from a small platform erected above the *Pennsylvania's* main deck, back in 1913, which demonstrated the practicability of a new type of sea-going warfare.

Thus the stage was set for what was to be an epic page in the history of shipbuilding. Nearly twenty-five years of careful crafts-

equipment? Providing living quarters for these men was in itself a job of real magnitude.

Prior to the war approximately 5,000 were on the employment rolls. Seemingly before any other agency took cognizance of the matter, the shipyard management realized the need for more homes to take care of an influx of new workers. Despite the increasing tempo of enlistment by employees for service in the Army and Navy, the rolls had increased to over 7,500 by the time of the actual declaration of war, with another 2,000 added by May, 1917, and rapidly increased to a maximum of 12,500.

Meanwhile, with the designation of Newport News as a Port of Embarkation and the establishment of Army cantonments and warehouses in the vicinity, living conditions had reached an acute point, to say the least.

The management foresaw this condition as early as the summer of 1916 and launched a housing project of its own. It began with the erection of twenty-two houses for Negro employees, followed by construction of a group of forty-eight homes for white employees on Virginia Avenue. These houses were sold to employees at cost, through a generous financial arrangement, and soon after war was declared other houses were acquired for ninety-two families. Erection of permanent buildings could not keep pace with the need, however, and a number of temporary measures became mandatory.

In this latter-day of housing difficulties, it is well to reflect on the vicissitudes of those who worked and strove during World War I. A mental picture of the area adjacent to the shipyard, during 1917 and 1918, may prove a revelation to those now living comfortably in huge Government-sponsored housing areas.

Opposite the shipyard, on Thirty-ninth Street, we see a group of temporary barracks, providing dormitory quarters for 300 men. Back of these quarters are a kitchen and mess hall arrangements for 500 men. On a strip of high ground extending northward from Fiftieth Street, and on open ground between Forty-third and Forty-fifth Streets, are tent colonies. The shipyard equipped each tent with a wooden floor and siding to give it some measure of comfort and privacy, and provided each with electric lights and a gas stove. Washing and bathing facilities were provided in separate structures, for joint use.

Still fresh in many memories is that winter of 1917, cruelly cold and with biting winds. Yet a shipyard publication of that day dismisses the matter with the comment: "... a large number of workers have been showing themselves 'game' by living in crowded quarters or tents, and taking it in good spirit although accustomed to good homes."

Nor was lack of adequate housing the only hardship suffered by that generation of shipbuilders. While "wheatless" days and "meatless" days of 1917 bore only faint resemblance to our present-day food rationing, the inexorable laws of supply and demand functioned as usual. Scarcity of food and other necessities then as now was governed to some extent by the fact that there were not enough stores to provide for the needs of a greatly-expanded local population.

To help meet this need, the shipyard opened a commissary or "co-operative store" on Washington Avenue, which during its first two years of existence made available upwards of $350,000 worth of the necessities of life to shipyard workers.

A perusal of some of the commissary records proves both interesting and enlightening. Sales reported up to June, 1920, for example, include 21,313 dozen eggs, 214 frogs, 61,472 pounds of sugar, 68,996 pounds of ham, 14,712 bags of Bull Durham for thrifty "roll-'em-yourself" advocates, 44,-100 pounds of navy beans, 117,021 cans of tomatoes, 240 jars of a now-forgotten "Sanwichola," and so on down the line—corn, peaches, cigars, work clothes, boots, shoes, and other items one would expect to find in a well-stocked "general store."

Buried in that list of sales is one homely little item—"seven bunches Narcissus." People, then as now, remembered the green fields and pastures of home.

DELVING further into these old records we find evidences that these shipbuilders of 1917's "war to end war" were the same breed of American as 1941's "War For Free-

dom." We find the same good-natured josh-ing about denizens of North Carolina, the same attitude of pride toward their work and their department. In old copies of the *Shipbuilder*, employees' paper of that war, the following items appear:

"Foreman E. H. Howell (Drillers) claims a 'world championship' and issues a 'challenge to the world' to beat the record of his men."

"Charles Alexander Sousa, a nephew of the noted John Philip Sousa, was employed in the electrical department of the yard recently."

"A pay envelope issued by this Company on May 2, 1891, has been preserved by Sam Jones, an old employee. That was the second year for the local yard. Mr. Jones received $8.60 for 60 hours' work, or a trifle over 14 cents per hour, which shows that times are getting better."

"Employees help speed production through ideas turned in at suggestion boxes."

"Among the steel yards of the East, the N. N. S. & D. D. Co. had the best record."

"Andrew B. Swift and 'Pony Bill' Williams receive letters from Edward N. Hurley, Chairman of the U. S. Shipping Board, complimenting them on their rivet-driving records."

"Employees start a subscription for $10,000 to purchase a Red Cross ambulance. Employees subscribe $1,075,850 in the Fourth Liberty Loan drive—another $771,500 in the Fifth, or Victory Loan Drive."

In those items we find the pattern for similar events which were to occur a generation later during a swifter, sterner war.

The advent of camps here for the armed forces created community problems similar again to those of the present day. Newport News, an important embarkation point during the war with Spain, was selected by the British, French and Belgian governments as an embarkation depot two years before our entry into World War I, and it was estimated that 457,000 horses and mules were brought here from the West and shipped to Europe for those governments. After the American entry, 583 troop ships sailed from this port, carrying 276,932 U. S. troops, 4,133,873 tons of military supplies and 47,263 animals.

The community was in no position at the beginning to cope with this sudden burst of

Some shipyard workers' wives, living in the tent colony north of Fiftieth Street, gather for a sociable afternoon (1918)

activity, either physically or financially. But that its citizens, then as now, were ever-ready to "Back the Attack" was amply demonstrated on many occasions. One such occurred when General Grote Hutcheson, military commander for the area, at a meeting of the City Council urged that a road be constructed between Camp Stewart and Camp Hill as a vital military measure. The Council members were hesitant to undertake a project which it was estimated would cost $100,000 until one of the enthusiastic townsmen present at the meeting offered to lend the city $50,000, another one $10,000; whereupon the proposed ordinance was adopted forthwith, to the accompaniment of cheers. The new road, which actually cost $150,000, was rushed through to completion and played a major part in alleviating the local transportation problem.

Even women employees in the shops are not entirely a World War II innovation as some may think—witness the fifty young ladies who had a corner to themselves where they filed turbine blades back in 1918. For their accommodation the third story of the joiner shop was given a coat of white paint and a "mirror or two" was installed. Mrs. M. G. Daougherty, first woman employee of the Company, who had served sixteen years in the tracing department, fittingly was chosen as "forelady." Noted also in these records of the past is the fact that "Foreman Lindgren has shown the ladies every courtesy reasonably possible," which included electric fans and window shades. The current of feminine emancipation was at flood tide!

The Shipyard's World War I "commissary." In the background are some of the bachelor quarters

The ladies add finishing touches to turbine blades during the last war (1918)

Perhaps in the field of published humor, better than anywhere else, it can be seen that we of 1943 are but little changed from the shipbuilders of 1917. In the latter year the following appeared in a shipyard publication:

"Did you bury all the dead as I ordered this morning?" asked the captain.

"Yes, sir," answered the sergeant, "but we had a little trouble with one of them."

"How was that?"

"Why, one of them raised up on his elbow and said he wasn't dead, but he was one of those darned Huns and you can never believe anything they say, so we buried him anyway."

That same story is current in this year of 1944 A.D. We have merely substituted a Jap for the Hun!—the cycle is complete.

OUR record of accomplishment during those stirring days was given, with characteristic economy of words, by the "Boss" in his report to employees subsequent to the war. Enumerating what had been performed by them from April, 1917, to November, 1918, it read:

". . . It is of official record that not one of the transports destined to carry troops to the army overseas had been delayed on account of the failure of this yard to complete work on time.

"Vessels launched: 10 Merchant Vessels, 12 Torpedo Boat Destroyers.

"New Vessels completed: 1 Battleship, 4 Destroyers, 10 Merchant Vessels of 99,610 tons deadweight carrying capacity, 3 Towing Targets.

"Repairs made: Shipping Board, 144; Army, 141; Navy, 118; British Government, 160; Private Owners, 437—Total, 1,000.

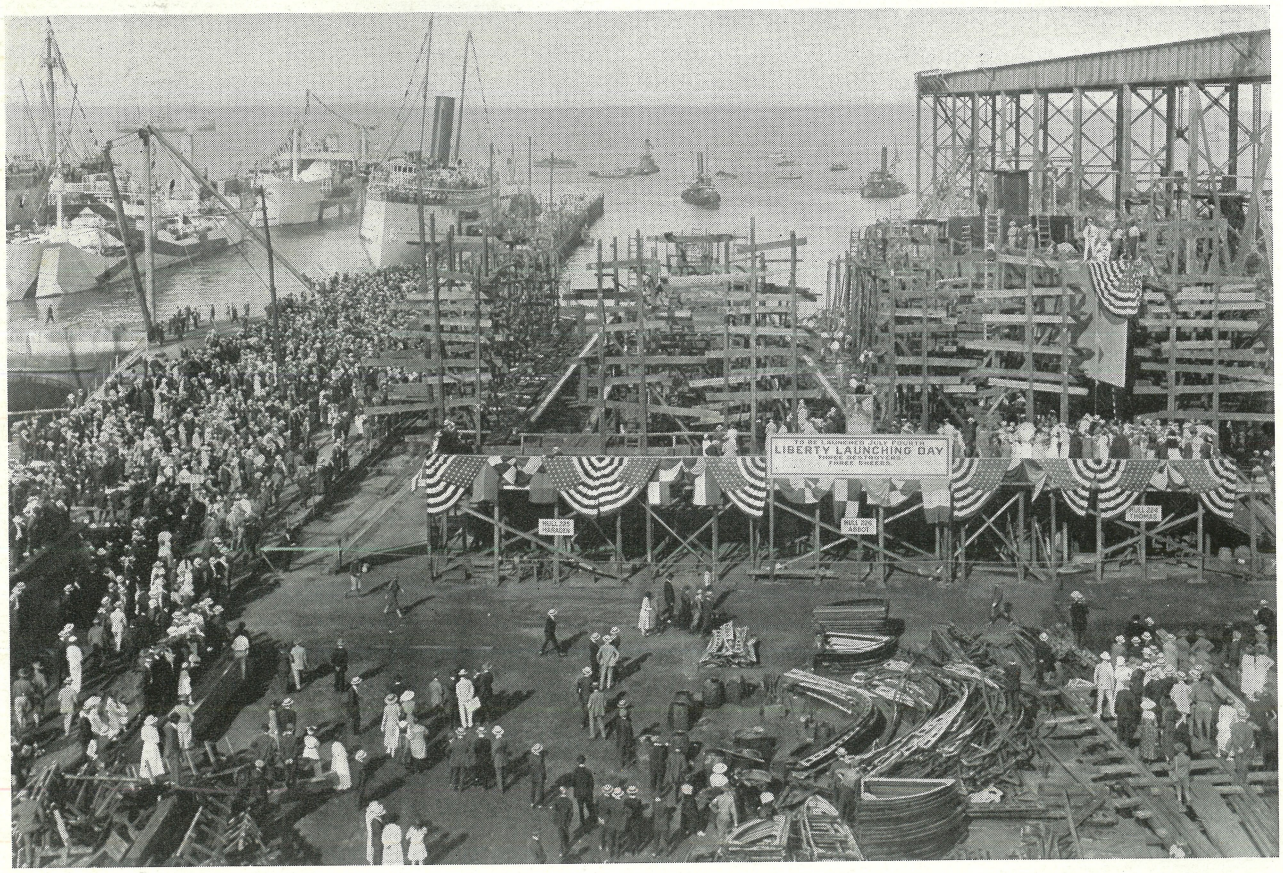
"The destroyers *Semmes* and *Satterlee* were launched on December 21, 1918, also the steamship *Agwistar*, contracted for by the Atlantic Gulf and West Indies Steamship Company, and taken over by the Emergency Fleet Corporation."

But that brief recapitulation does not give all of the story as it was known to employees of that period. It doesn't mention, for example, the part played by the seventy-one ocean-going merchant vessels built at Newport News which were operated by the Navy, Shipping Board, and others engaged in prosecuting the war; nor that the *Matsonia*, *Wilhelmina* and *Henry R. Mallory* were used as troop transports—the latter requisitioned into service with the first expeditionary force and remaining in service until the troops returned from France. Alone, she safely transported some 34,000 soldiers.

Nor does it tell that four Newport News-built ships renamed the *Housatonic*, *Canonicus*, *Canadaigua* and *Roanoke* planted more than half the mines placed along the North Sea coast in the fall of 1917 to combat the submarine menace. The first-named, our Hull 27, set an all-time record by sowing 860 mines in one period of three hours and thirty-five minutes. The Secretary of the Navy wrote concerning this feat:

"Without a doubt, it was a very considerable factor in the ending of the war, and it may rightly be considered one of the most important naval operations undertaken by the United States."

Nor does the laconic report say anything about the destroyer *Fanning*—"Old 37" to



Populace cheers launching of three destroyers on "Liberty Launching Day," July 4, 1918. These and eight sister ships built by us were among 50 Destroyers transferred to Great Britain for use in World War II

Navy men—which repelled an enemy attack against a convoy in the Atlantic and, by swift response to her commander and accurate maneuvering, captured and sank the German submarine *U-58*.

Not mentioned either is the fact that every ship built here up to that time had been constructed for an American owner, and that every Newport News-built ship afloat was in American service during the war except for five which had been sold by their owners and transferred to foreign registry.

Nor does it recite the fact that of total naval tonnage ready for service when this country entered the war, no less than 20 per cent had been built at Newport News. By Armistice Day our total tonnage in naval service reached 64 per cent more than that furnished by any other private shipbuilding company and 37 per cent more than that furnished by all of the Navy yards of the country put together.

The "Navy Took 'Em Over, and the Navy Brought 'Em Back"—and in the performance of a remarkably fine and heroic job of it, our fighting Navy had the assistance of some remarkably fine ships, many of them indebted for their qualities to a standard so unswerving it had already become tradition: "We Shall Build Good Ships Here."

THE end of World War I found the shipyard geared up to a vast naval-expansion program. And then, with the Washington conferences for limitation of armaments in 1921, the picture changed with breathtaking suddenness. Overnight seventy million dollars worth of work in the Newport News plant was stopped. Shortly there came instructions from the Government to break up and scrap the three finest, most powerful and largest naval vessels of their types in the world, the battle cruisers *Constellation* and *Ranger* and the battleship *Iowa*, two of them practically ready for launching.

The proposed "naval building holiday," it was agreed by the World Powers, would last for ten years. Of necessity, the Company turned to other fields to maintain its organization, and undertook a survey of world industry. Rebuilding of locomotives became an important item, as did the construction of freight cars and various other products—practically all of which were discontinued when the Navy again called upon our services and facilities.

One notable reconditioning job provided a year's employment for between 1,500 and 2,000 men during that period. This was the *Leviathan*, which came up the river and docked under her own steam at our Pier 1 on April 10, 1922. Costing approximately $6,000,000, this constituted the largest reconditioning job in the American record.

The 60,000-ton *Old Levi*, launched in Hamburg in 1914 as the *Vaterland*, was the pride of the German merchant fleet. Interned in Hoboken, N. J., she was later converted to a troop ship and safely carried many thousands of American soldiers overseas. After her reconversion here she returned to the merchant trade for several years, and in 1938 was finally bought by the British and scrapped to feed that nation's armament industries.

An important and lasting venture was the building of hydraulic turbines, a field entered by the Company in 1922 and in which it has since become pre-eminent. The giant hydro-electric installations at Muscle Shoals, Boulder Dam, Norris Dam, Grand Coulee and at Dnieprostroy in Soviet Russia—to mention only a few of more than sixty located in thirty-three different states and half-a-dozen foreign countries—all bear the imprint of Newport News craftsmanship. To date, Newport News has built turbines with a total rated capacity of about 3,000,000 horsepower.

When the so-called naval holiday ended following collapse of the arms limitation pacts, the yard was awarded contracts in 1927 for building the scout cruisers *Houston* and *Augusta*. At that early date an anonymous but prophetic author, in an article published in the *Shipyard Bulletin*, which had succeeded our World War I publication, discussed quite exhaustively a new innovation—the airplane carrier—"owing to the important part airplanes are to play in the warfare of the future."

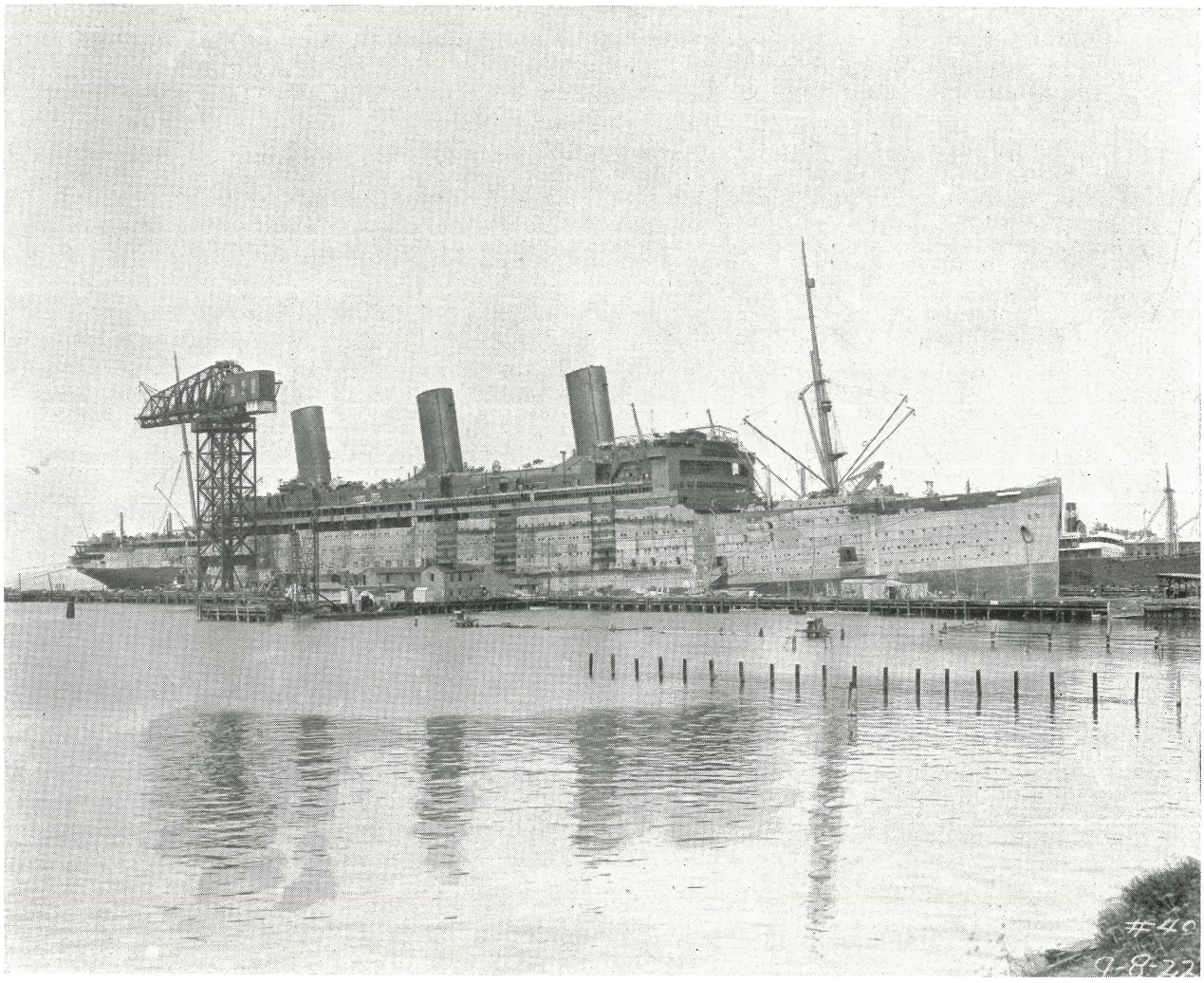
It was in fact not long before the yard was actually engaged in building the first carrier designed for that purpose from the keel up—

the *Ranger*. Christened in 1930 by Mrs. Herbert Hoover, the *Ranger* was fifth in a line of that name made illustrious back in 1778 by Captain John Paul Jones. Nor will anyone who reads the final records of World War II doubt that our Hull 353 added luster to that famous name.

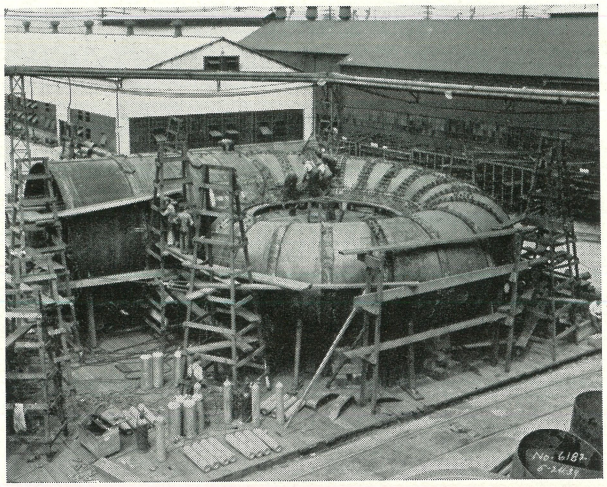
Successful airplane flights across the Atlantic had served notice on an already air-minded Navy that our ocean barriers were shrinking in defense importance. It was quite natural that the Company which had built a large part of our modern Navy should be called upon to devote its talents to the developing of the "flat-tops," and by 1933 the yard had been awarded contracts for Hulls 359 and 360—that famous pair, the *Yorktown* and *Enterprise*—and with them won recognition as outstanding airplane carrier builders.

Ranger, *Yorktown*, *Enterprise*, *Hornet*, *Essex*, *Intrepid*, *Franklin*—these and our other ships from whose flight decks swarms of bombers are attacking the enemy in this war deserve, and will undoubtedly get, an individual story. Suffice it to say now, at this great moment in naval history, that were it not for these ships and their daring crews, the freedom of many millions of liberty-loving people might not be restored.

WITH World War II menacing the nation, the shipyard once more responded to the call for all-out effort.



Largest merchant ship reconditioning job in the American record—the 60,000-ton Leviathan at Pier 1 (September, 1922)

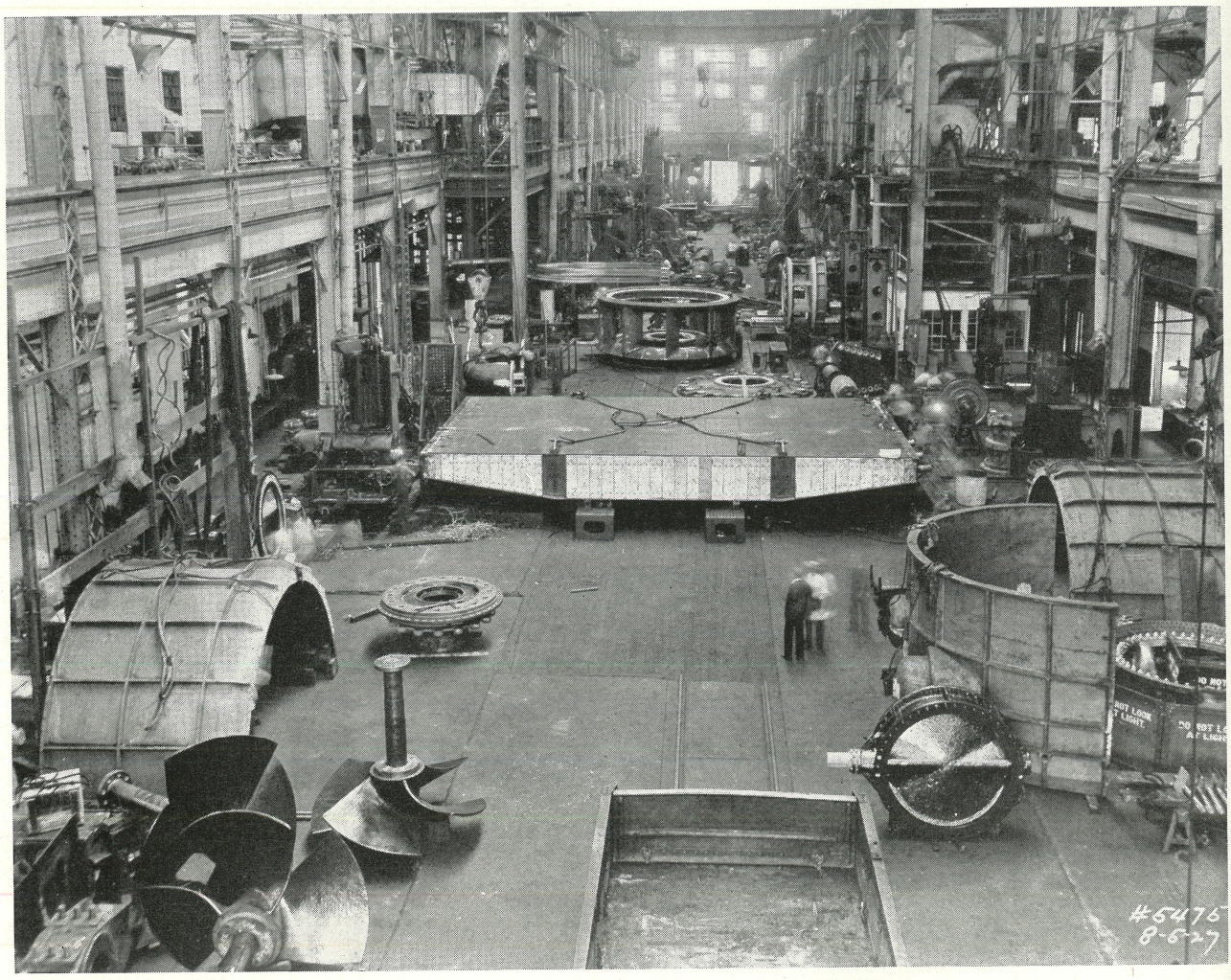


Spiral casing for 80,000-horsepower T. V. A. hydraulic turbines for Hiwassee Dam, N. C. (1939)

The much greater speed and efficiency with which ships are being constructed here despite wartime exigencies has been due to several factors, only one of which was the increase in employment which within a year after Pearl Harbor had reached a number more than double that of the peak in World War I, and within two years passed 32,000.

Improved materials, and more particularly the new techniques of welding and use of high speed cutting tools, have contributed greatly to modern design in naval construction as in civilian industry.

Advances which made possible the greater employment of welded joints constituted another important forward step. In this, as in other phases of shipbuilding, the Newport



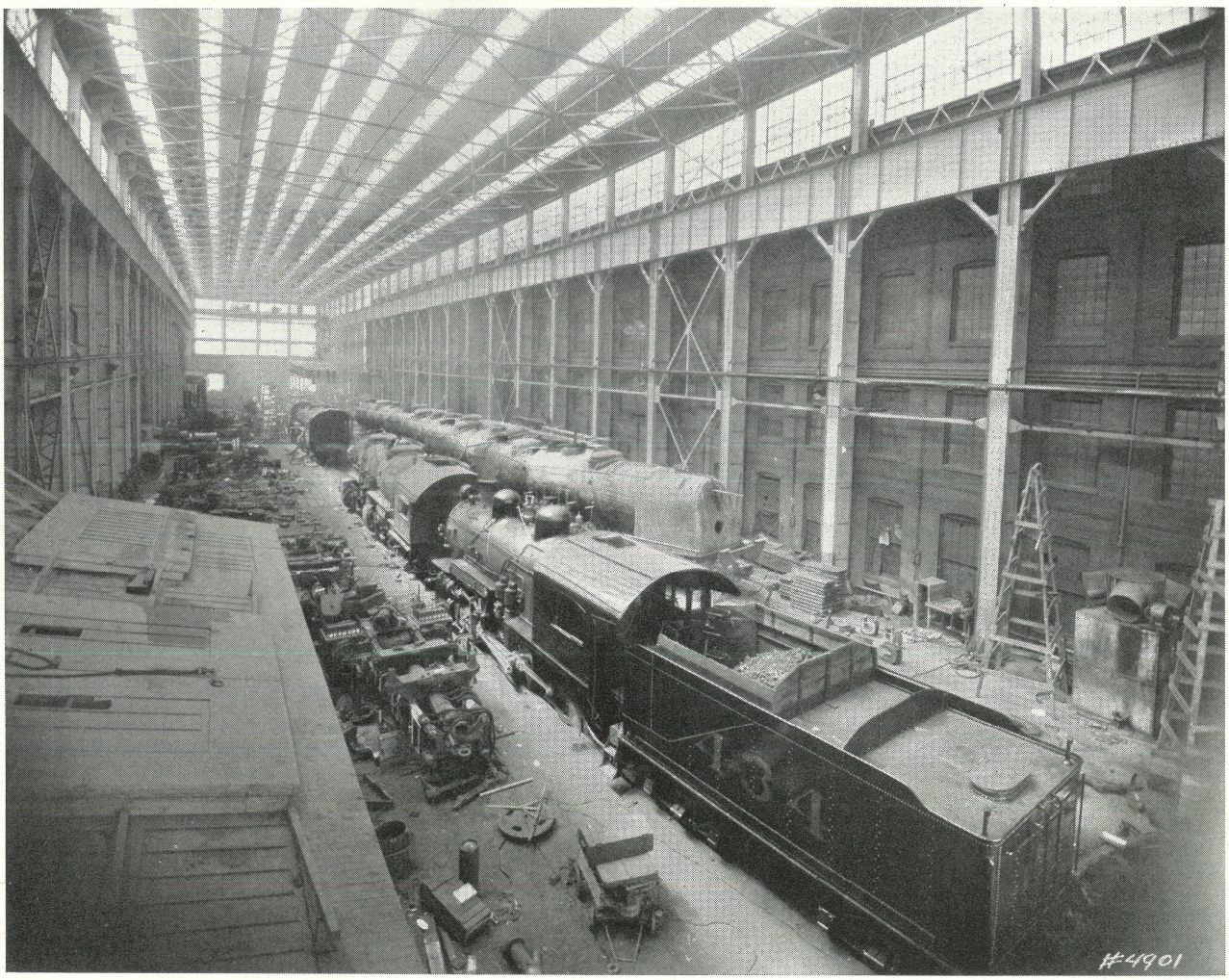
View of Machine Shop in August, 1927, showing speed rings, runners and other hydraulic turbine work in process. Across middleground is one of fifty crest gates in one order, each 40 feet long by 22½ feet wide

News yard, its engineers and other employees were pioneers. As early as 1927 there was built here the 216-foot Coast Guard Cutter *Northland*, used in the Bering Sea patrol, which employed welded construction more extensively than any ship of comparable size in the world up to that time.

In September, 1941, that same *Northland* proved the soundness of her construction when she battered her way through ice floes off the coast of Iceland, to capture the German trawler *Buskoe* and destroy a German radio station which the trawler's men had erected.

More than fifteen years after the building of the *Northland* this pioneering in welding methods paid big dividends when the yard set a record in its construction of eighteen tank-landing ships—the famous "LST's"—which played such a vital part in the invasion and conquest of North Africa, Sicily, Italy and the South Pacific. In all, fifteen shipbuilders on the East and West coasts were assigned to building these landing craft. When we had completed our entire contract, the other fourteen builders together had delivered forty-five!

No tale about naval craft will ever be complete without mention of our cruiser *Boise* with which Captain "Mike" Moran and his doughty crew had a major role in sinking half-a-dozen Jap warships in twenty-seven minutes in the Solomon Islands; or

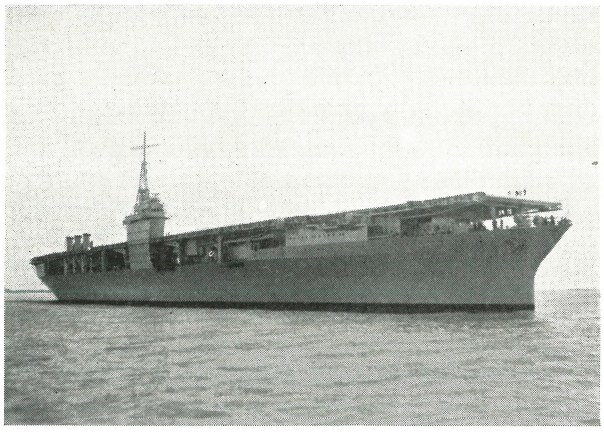


The Erecting Machine Shop used for a locomotive shop (March, 1923); 157 locomotives of many types were rebuilt here, from the rails up

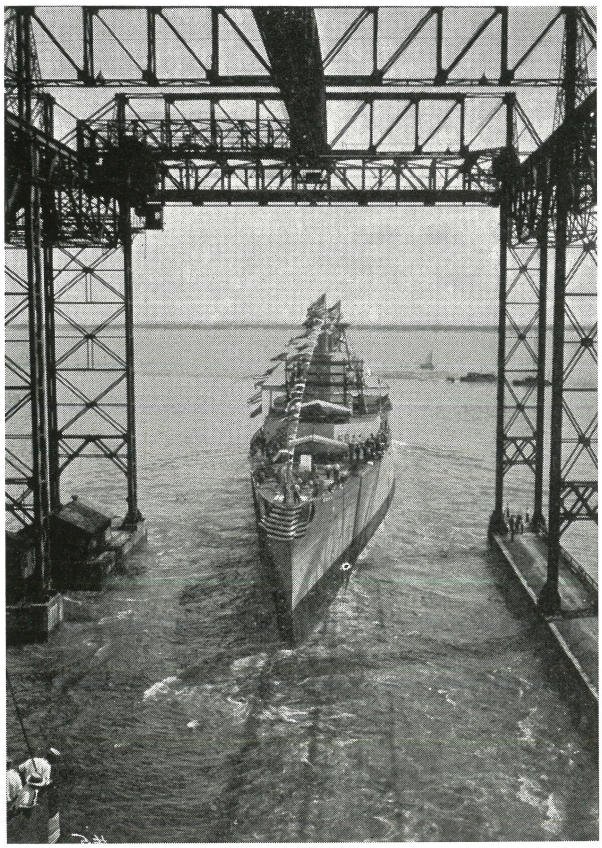
of her sister ship *St. Louis*, or of the battleship *Indiana* and the destroyers *Mustin* and *Russell;* or the cruiser *Houston* and the carriers *Hornet* and *Yorktown*, those grand ships whose loss in battle in the Pacific we replaced in such record time with successors of the same names. Or the *Enterprise*, a name which to a Navy man is synonymous with good luck, which earned her unit citation in 1943, as did the *Dallas* in the African invasion and the *Houston* in the Macassar Strait.

As for the *Ranger*, she should be long remembered by the German people as well as ourselves. For, only a few months after Oberleutnant Otto von Bulow, German U-boat commander, had a medal pinned on him during a gala radio celebration in commemoration of his "sinking" of the *Ranger*, this "ghost" flat-top came to life suddenly and sank some forty thousand tons of Axis shipping off the coast of Norway.

There was no radio announcement from Berlin as to what had been done about the *Oberleutnant's* medal.



A notable ship in World War II, the airplane carrier, Ranger, on her trial trip off Rockland, Me. (May, 1934)



First U. S. S. Houston, Hull 323, provides a striking picture as she glides into the James River in September, 1927, and marks the end of the "naval holiday" among World Powers. The Houston was lost after gallant action in the Macassar Strait

CHRISTENING of our first *Yorktown* by Mrs. Franklin D. Roosevelt on April 4, 1936, marked the fiftieth anniversary of the Company—a company which during those fifty years had built some 325 notable ships. In 1939 again Mrs. Roosevelt christened a ship here, this time the 35,000-ton *America*, destined soon to become the transport *West Point*, which had the distinction of being the largest merchant vessel ever constructed in an American yard.

During all those past years, with their many ups and downs, their spells of relative quiet and frequent bursts of pressing haste, the shipyard had been "growing up." Long ago it had won fame as one of the world's greatest private yards, and had gained experience in many other lines of construction as well.

In addition to battleships, airplane carriers, cruisers, torpedo boat destroyers, submarines and gunboats, vessels built by this company appearing in Navy Lists have included tugs, ammunition lighters, oil barges, hospital ships, colliers, oil tank ships, submarine tenders, monitors and floating targets. For the Coast Guard, the yard has furnished half-a-dozen cutters and a derelict destroyer; for the Army Engineer Corps, a

cable layer and several suction dredges. Two fourteen-inch gun turrets, built for the Ordnance Department, U. S. Army, spoke their piece in the heroic defense of the Philippine Islands.

"Nothing too small, nothing too large," might well have been our slogan in the merchant-ship field, for Newport News yard has produced everything from life-boats to the largest liner ever constructed in this country. Coastwise and ocean-going passenger and cargo ships, river steamers, tankers, car floats, barges, palatial yachts, dump scows, ferryboats, tugs, pilot boats—all of these types are carrying the Newport News trade-mark wherever there is navigable water.

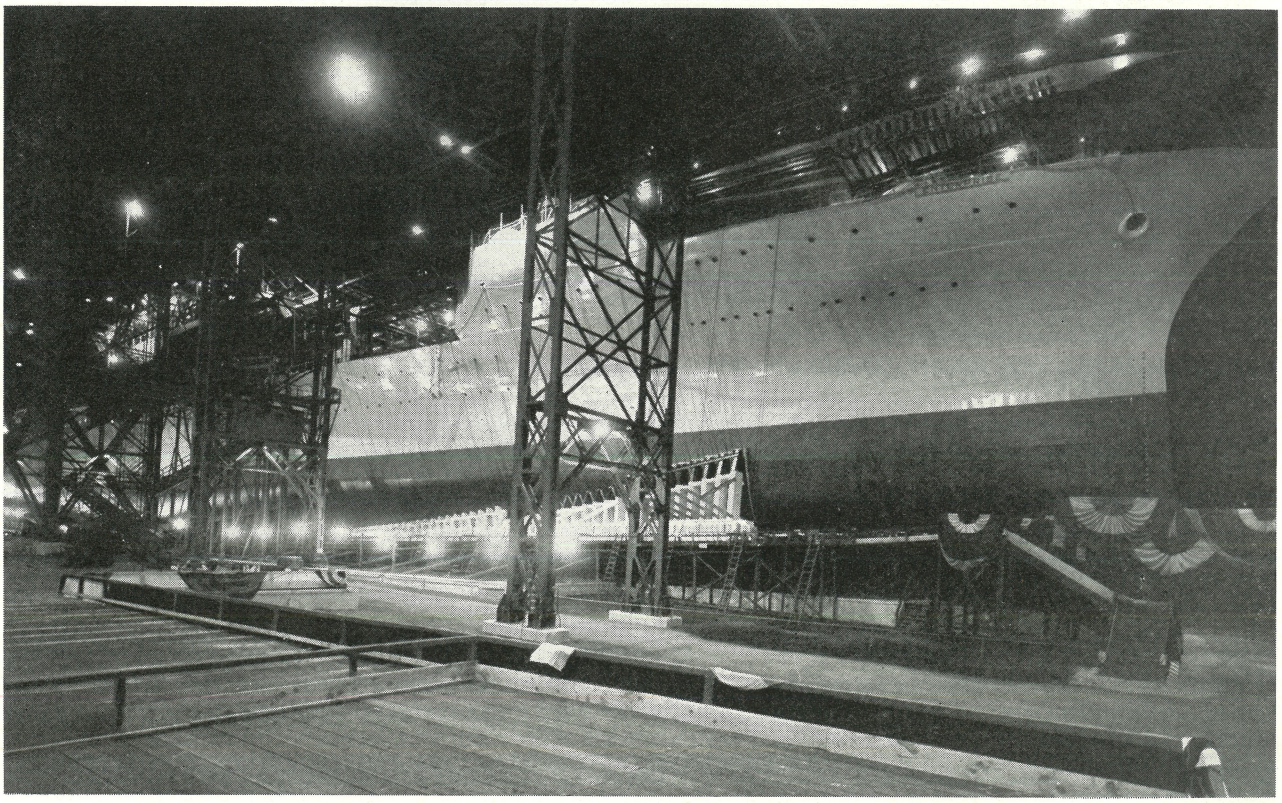
At the half-century mark in 1936, a statistician of the Hull Design Division, writing for the *Shipyard Bulletin*, estimated that ships built here up to that time, if placed end to end, would extend a distance of twenty and one-half miles; that side by side the distance would be three miles; that fully loaded they would have a total displacement of 2,500,000 tons.

A truly remarkable story of achievement, yet it is not too much to expect that long before the conclusion of World War II this figure may be doubled, both in number of ships and tonnage, by our efforts combined with those of our subsidiary in Wilmington, N. C., the North Carolina Shipbuilding Company.

Figures released at the end of 1943 bear testimony to some of the things already accomplished by Newport News workers during two years of war.

Following the launching of the battleship *Indiana* on November 21, 1941, less than three weeks before the Pearl Harbor disaster, we had in about two years sent down the ways no fewer than five cruisers and six huge "flat-tops," as well as eighteen tank-landing ships and four other larger landing vessels.

During those first two years we also converted forty merchant ships to combat ves-



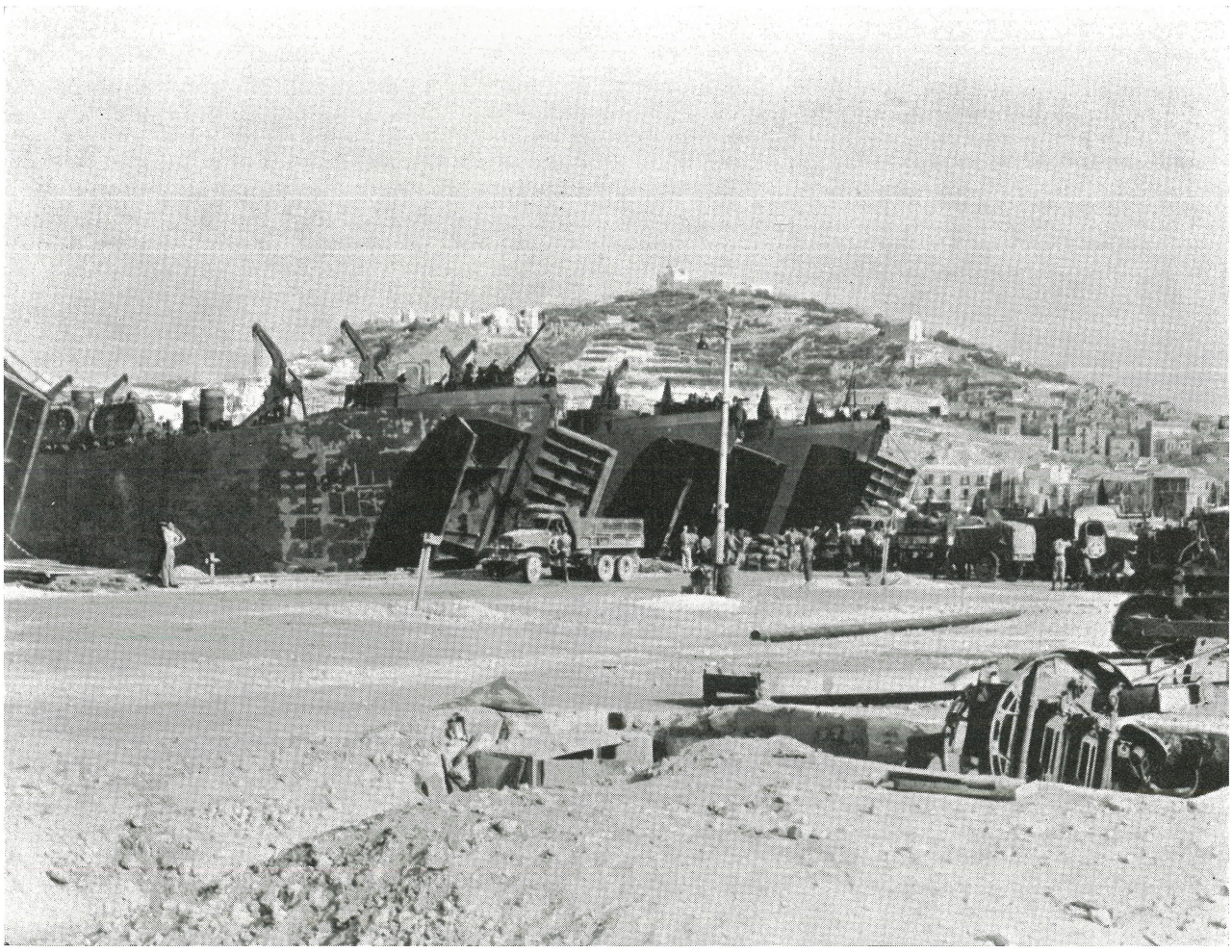
The U. S. S. Enterprise, Hull 360, night before launching (October, 1936)

The America

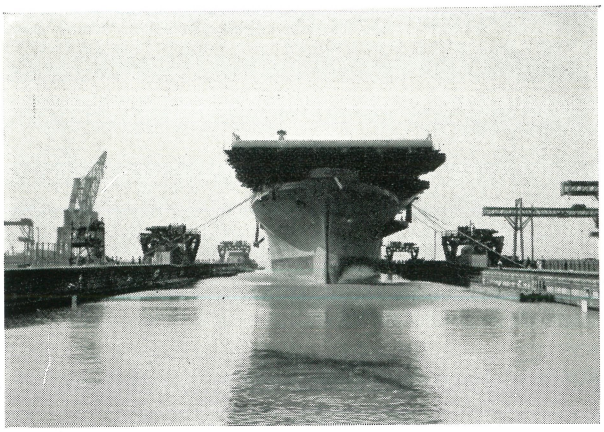
sels. Three—one a C-3 and the others high-speed tankers—were converted to aircraft escort vessels. Here it might well be mentioned that our first conversion of a merchant ship to a "baby flat-top"—the *Mormacmail* to the *U. S. S. Long Island*—established the feasibility of such design. Performed in the remarkably short time of only seventy-seven days, this conversion set a pattern for the many others soon to follow, from this and other ships. To them has been accorded a great share of the credit for winning an epic "Battle of the Atlantic" against the German U-boat menace. Of importance in that battle also were 472 vessels we repaired and reconditioned here during those first two years, many of them major shipbuilding jobs in themselves.

TO US whose daily job it is to build, convert and repair these ships, record-breaking becomes commonplace. But the fast-moving events of this war are as yet too inconclusive to permit publication of much information which at some later date will provide fascinating reading. Furthermore, we are still too close to the action to view our accomplishments in true perspective, as they will appear a decade or so hence when some other scribe may see fit to add to this part of our history.

But for the benefit of that possible future writer, whoever he may be, we would like to tell about some of the everyday things we are doing; some of the many everyday difficulties we on the "home front" are experi-



LST 393, built in record time at Newport News (ship in foreground), assists in debarking men and supplies at Licata, Sicily. St. Angelo Castle is in background (July, 1943). Official photograph, U. S. Navy



The Franklin, Hull 395, one of the big carriers to be floated out of the graving dock, instead of being launched in the traditional manner (October, 1943)

encing while we at the same time are setting these records.

We would like him to know, for example, that while bombers were taking off from the flight deck of our first *Hornet* to blast Tokyo, we shipbuilders were each week investing a total of about $170,000 of our income in War Bonds; that in less than two years we Newport News shipyard workers have purchased more than fifteen million dollars worth of these bonds which are helping to finance the staggering costs of war.

Here's another thing we would want him to know: While our ships were co-operating magnificently with our Allies in naval engagements from Kolombangara to Mur-

Another of our LST's, No. 397, participates in landing operations on Rendova Island, in the Solomons (June, 1943
Official photograph, U. S. Navy

mansk, we shipbuilders too had discovered in this national crisis the meaning of real teamwork. With the formation of our Joint Employee-Management War Production Drive Committee and its various sub-committees early in 1942, the terms "employee" and "management" lost much of their contrast. We discovered, somewhat to our surprise, that to a great extent the concerns of the one are the concerns of the other also; that in striving toward our common goal we found we stood on common ground. With the same experience countrywide, it might easily be that our future historian will view that fusing of thought and action as a major victory of World War II.

We must here admit to that future writer that, being Americans, we have not always accepted our wartime restrictions complacently; that food rationing, gasoline rationing, lack of recreational facilities, restricted travel, income taxes, acute shortages of civilian goods, housing difficulties and other things have added to our burden of complaint in common with people all over the United States—just as they did in 1917.

But finally, and most of all, we would want him to know that despite these restrictions and burdens we have performed our individual jobs manfully and with satisfaction in the knowledge of an important job well done. And that we will continue so to do, with hope for a better world for our children—and his children—to live in.

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TO THE MEN AND WOMEN OF
NEWPORT NEWS SHIPBUILDING AND DRY DOCK CO=NEWPORTNEWS

A COMBAT REPORT FROM THE COMMANDING OFFICER OF THE LST 399, BUILT IN YOUR YARD, SAYS THAT HE CANNOT SPEAK TOO HIGHLY OF THE 399. SHE IS A STAUNCH AND SEAWORTHY SHIP. IN ADDITION TO HER COMBAT RECORD, SHE SURVIVED A FULL TROPICAL GALE. THE RUGGEDNESS OF NEWPORT NEWS-BUILT SHIPS WAS ALSO DEMONSTRATED BY LST 385, WHICH WAS HIT 17 TIMES BY GERMAN 88 MM. SHELLS IN ONE ACTION AND STILL REMAINED IN SERVICE. THE BUREAU IS CONFIDENT THAT YOUR PRESENT BUILDING PROGRAM WILL BE CARRIED OUT WITH THE SAME ENERGY WHICH CHARACTERIZED YOUR CONSTRUCTION OF LST'S

E L COCHRANE REARADMIRAL USN CHIEF OF THE BUREAU OF SHIPS.

LST 399 399 LST 385 17 88 MM. LST'S

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

NEWPORT NEWS SHIPS

Hull No.	Name	Type	Displacement	Owner	Delivered
1	DOROTHY	*Tug*	180	*James Sheffield*	1891
2	EL TORO	*Tug*	180	*Pacific Improvement Company*	1891
3	EL SUD	*Freight*	7,360	*Pacific Improvement Company*	1892
4	EL NORTE	*Freight*	7,360	*Pacific Improvement Company*	1892
5	EL RIO	*Freight*	7,360	*Pacific Improvement Company*	1893
6	EL CID	*Freight*	7,360	*Pacific Improvement Company*	1893
7	NASHVILLE	*Gunboat*	1,364	*U. S. Navy*	1897
8	WILMINGTON	*Gunboat*	1,342	*U. S. Navy*	1897
9	HELENA	*Gunboat*	1,342	*U. S. Navy*	1897
12	JOHN H. ESTILLE	*Pilot Boat*	335	*The Savannah Pilots Association*	1894
13	ALBERT F. DEWEY	*Tug*	239	*Albert F. Dewey*	1896
14	NEWPORT NEWS	*Bay Steamer*	1,320	*Norfolk and Washington Steamboat Company*	1895
15	LaGRANDE DUCHESSE	*Passenger and Freight*	5,780	*The Plant Investment Company*	1896
16	CREOLE	*Passenger and Freight*	6,000	*Cromwell Steamship Company*	1896
17	SOMERS N. SMITH	*Tug*	311	*The Pilots Benevolent Association*	1896
18	KEARSARGE	*Battleship*	11,550	*U. S. Navy*	1900
19	KENTUCKY	*Battleship*	11,538	*U. S. Navy*	1900
20	MARGARET	*River Steamer*	390	*The Plant Investment Company*	1896
21	ILLINOIS	*Battleship*	11,625	*U. S. Navy*	1901
22	EL SUD	*Freight*	7,360	*The Southern Pacific Company*	1899
23	EL NORTE	*Freight*	7,360	*The Southern Pacific Company*	1899
24	EL RIO	*Freight*	7,360	*The Southern Pacific Company*	1899
25	MISSOURI	*Battleship*	12,240	*U. S. Navy*	1903
26	ARKANSAS	*Monitor*	3,180	*U. S. Navy*	1902
27	EL CID	*Freight*	7,360	*The Southern Pacific Company*	1899
28	COMUS	*Passenger and Freight*	7,360	*Cromwell Steamship Company*	1900
29	PROTEUS	*Passenger and Freight*	7,360	*Cromwell Steamship Company*	1900
30	EL AMIGO	*Tug*	234	*The Southern Pacific Company*	1899
31	KOREA	*Passenger and Freight*	18,360	*The Pacific Mail Steamship Company*	1902
32	SIBERIA	*Passenger and Freight*	17,940	*The Pacific Mail Steamship Company*	1902
34	EL VALLE	*Freight*	7,360	*The Southern Pacific Company*	1901
35	EL DIA	*Freight*	7,360	*The Southern Pacific Company*	1901
36	EL SIGLO	*Freight*	7,360	*The Southern Pacific Company*	1901
37	EL ALBA	*Freight*	7,360	*The Southern Pacific Company*	1902
38	WEST VIRGINIA	*Cruiser*	13,660	*U. S. Navy*	1905
39	MARYLAND	*Cruiser*	13,749	*U. S. Navy*	1905
40	VIRGINIA	*Battleship*	14,970	*U. S. Navy*	1906
41	CHARLESTON	*Cruiser*	9,700	*U. S. Navy*	1905
42	MONROE	*Passenger and Freight*	5,375	*The Old Dominion Steamship Company*	1903
43	FRANCIS H. LEGGETT	*Lumber*	3,610	*The Hammond Lumber Company*	1903
44	W. S. PORTER	*Tanker*	10,400	*The Associated Oil Company*	1906
45	LOUISIANA	*Battleship*	16,000	*U. S. Navy*	1906
46	MINNESOTA	*Battleship*	16,000	*U. S. Navy*	1907
47	SCRANTON	*Ferryboat*	1,050	*The Hoboken Ferry Company*	1905
48	ELMIRA	*Ferryboat*	1,020	*The Hoboken Ferry Company*	1905
49	BINGHAMTON	*Ferryboat*	1,035	*The Hoboken Ferry Company*	1905
50	SCANDINAVIA	*Ferryboat*	1,028	*The Hoboken Ferry Company*	1905
51 to 55		*Submarines*	.....	*The Lake Company*	1904–5
56	LAKE	*Submarine*	.....	*The Lake Company*	1906
57	NORTH CAROLINA	*Cruiser*	14,500	*U. S. Navy*	1908
58	MONTANA	*Cruiser*	14,531	*U. S. Navy*	1908
59	BUFFALO	*Lighter*	288	*Delaware, Lackawanna & Western R. R. Co.*	1905
60	SYRACUSE	*Lighter*	288	*Delaware, Lackawanna & Western R. R. Co.*	1905
61	JAMESTOWN	*Bay Steamer*	1,122	*The N. & W. Steamboat Company*	1906
62	ITHACA	*Ferryboat*	1,015	*Delaware, Lackawanna & Western R. R. Co.*	1906
64	SUN	*Tanker*	10,600	*The Sun Company*	1907
65	BRAZOS	*Passenger and Freight*	9,200	*New York and Texas Steamship Company*	1907
66 to 68		*Car Floats*	1,220	*Delaware, Lackawanna & Western R. R. Co.*	1907
69 to 74		*Dump Barges*	805	*Isthmian Canal Commission*	1907

Hull No.	Name	Type	Displacement	Owner	Delivered
75	CAYO PIEDRA	*Dredge*	569	*American Locomotive Company*	1907
77 & 78		*Car Floats*	1,230	*New York Central & Hudson River R. R. Co.*	1907
79	GEORGE W. FENWICK	*Lumber*	4,950	*The Hammond Lumber Company*	1908
80	NANN SMITH	*Lumber*	4,950	*The C. A. Smith Timber Company*	1907
81	LURLINE	*Freight and Passenger*	12,100	*The Matson Navigation Company*	1908
82	TEXAS	*Tanker*	11,150	*The Texas Company*	1908
83	CORNING	*Tug*	381	*Delaware, Lackawanna & Western R. R. Co.*	1908
84	BATH	*Tug*	381	*Delaware, Lackawanna & Western R. R. Co.*	1908
85	SENECA	*Revenue Cutter*	1,575	*U. S. Coast Guard*	1908
86	DELAWARE	*Battleship*	20,099	*U. S. Navy*	1910
87	CLATSOP	*Dredge*	1,365	*U. S. War Department*	1908
88	ACUSHNET	*Revenue Cutter*	770	*U. S. Coast Guard*	1908
89 to 106		*Rock Barges*	1,005	*The Isthmian Canal Commission*	1908
107	SOUTHLAND	*Bay Steamer*	1,830	*The N. & W. Steamboat Company*	1909
108 & 109		*Rock Barges*	1,005	*The Isthmian Canal Commission*	1908
110 to 113		*Dump Barges*	805	*The Isthmian Canal Commission*	1908
114	JOSEPH HENRY	*Cable Layer*	800	*U. S. War Department*	1909
115	ROE	*Destroyer*	742	*U. S. Navy*	1910
116	TERRY	*Destroyer*	742	*U. S. Navy*	1910
117	JEAN	*Freight*	6,580	*A. H. Bull & Co.*	1909
118	JOHN TWOHY, JR.	*Tug*	270	*The Twohy Tow Boat Company*	1909
119	SEAL	*Submarine*	.....	*The Lake Company*	1911
120	TUNA	*Submarine*	.....	*The Lake Company*	1912
121	WILHELMINA	*Freight and Passenger*	11,350	*The Matson Navigation Company*	1909
122 to 124		*Oil Barges*	1,740	*The Standard Oil Company*	1909
125	BEAR	*Passenger and Freight*	5,970	*The Union Pacific Railroad Company*	1910
126	BEAVER	*Passenger and Freight*	5,970	*The Union Pacific Railroad Company*	1910
127	CITY OF MONTGOMERY	*Passenger and Freight*	6,815	*Ocean Steamship Company*	1910
128	CITY OF ST. LOUIS	*Passenger and Freight*	6,815	*Ocean Steamship Company*	1910
129	J. A. CHANSLOR	*Tanker*	10,100	*The Associated Oil Company*	1910
130	EL SOL	*Freight*	10,030	*The Southern Pacific Company*	1910
131	EL MUNDO	*Freight*	10,030	*The Southern Pacific Company*	1910
132	EL ORIENTE	*Freight*	10,030	*The Southern Pacific Company*	1910
133	EL OCCIDENTE	*Freight*	10,030	*The Southern Pacific Company*	1910
134	MONAGHAN	*Destroyer*	742	*U. S. Navy*	1911
135	RUTH	*Freight*	6,610	*A. H. Bull & Co.*	1910
136	MADISON	*Passenger and Freight*	4,480	*Old Dominion Steamship Company*	1911
137 to 140		*Rock Barges*	1,095	*Isthmian Canal Commission*	1910
141	WM. F. HERRIN	*Tanker*	10,100	*The Associated Oil Company*	1911
142	COROZAL	*Freight*	7,030	*New York and Porto Rico Steamship Company*	1911
143	MONTOSO	*Freight*	7,030	*New York and Porto Rico Steamship Company*	1911
144	FANNING	*Destroyer*	742	*U. S. Navy*	1912
145	ISABELA	*Freight*	7,030	*New York and Porto Rico Steamship Company*	1911
146	HILTON	*Freight*	6,610	*A. H. Bull & Co*	1911
147	TEXAS	*Battleship*	27,000	*U. S. Navy*	1914
149		*Dump Scow*	.....	*The Coastwise Dredging Company*	1911
150	CAROLINA	*River Steamer*	354	*Albemarle Steam Navigation Company*	1911
151	VIRGINIA	*River Steamer*	312	*Albemarle Steam Navigation Company*	1911
152	MIAMI	*Revenue Cutter*	1,046	*U. S. Coast Guard*	1912
153	UNALGA	*Revenue Cutter*	1,046	*U. S. Coast Guard*	1912
154	PROTEUS	*Collier*	19,000	*U. S. Navy*	1913
155	NEREUS	*Collier*	19,000	*U. S. Navy*	1913
156	EVELYN	*Freight*	6,610	*A. H. Bull & Co.*	1912
157	LENAPE	*Passenger and Freight*	6,230	*The Clyde Steamship Company*	1913
158	CAROLYN	*Freight*	6,610	*A. H. Bull & Co.*	1912
159	ADELINE SMITH	*Lumber*	5,375	*C. A. Smith Timber Company*	1912
160	C. & O. Float No. 1	*Car Float*	2,168	*Chesapeake & Ohio Railway Company*	1912
161	PETER H. CROWELL	*Freight*	6,610	*Crowell & Thurlow Steamship Company*	1912
162	ILLINOIS	*Tanker*	11,130	*The Texas Steamship Company*	1913
163	LORENZO	*Freight*	7,030	*New York and Porto Rico Steamship Company*	1913
164	U. S. N. AMM. LTR. NO. 24	*Ammunition Lighter*	585	*U. S. Navy*	1912

Hull No.	Name	Type	Displacement	Owner	Delivered
165	TAMESI	*Oil Barge*	1,565	*The Southern Pacific Company*	1913
166	MATSONIA	*Passenger and Freight*	13,500	*The Matson Navigation Company*	1913
167	TOPILA	*Tanker*	9,760	*The East Coast Oil Company*	1913
168	MANOA	*Freight and Passenger*	11,990	*The Matson Navigation Company*	1913
169	LEWIS K. THURLOW	*Freight*	6,610	*Crowell & Thurlow Steamship Company*	1913
170	JOHN D. ARCHBOLD	*Tanker*	16,670	*The Standard Oil Company of New Jersey*	1914
171	PENNSYLVANIA	*Battleship*	31,400	*U. S. Navy*	1916
173	NAVAL OIL BARGE NO. 5	*Oil Barge*	835	*U. S. Navy*	1914
174	NAVAL OIL BARGE NO. 6	*Oil Barge*	835	*U. S. Navy*	1914
175	NECHES	*Freight*	9,245	*The Mallory Steamship Company*	1914
176	MEDINA	*Freight*	9,245	*The Mallory Steamship Company*	1914
177	JOHN D. ROCKEFELLER	*Tanker*	16,670	*The Standard Oil Company of New Jersey*	1914
178-181		*Dump Scows*	.....	*Dunbar & Sullivan Dredging Company*	1914
182	EDWARD PEIRCE	*Collier*	9,220	*Crowell & Thurlow Steamship Company*	1914
183	OSSIPEE	*Revenue Cutter*	909	*U. S. Coast Guard*	1915
184	TALLAPOOSA	*Revenue Cutter*	912	*U. S. Coast Guard*	1915
185	MISSISSIPPI	*Battleship*	32,000	*U. S. Navy*	1917
186	CHARLES PRATT	*Tanker*	21,250	*Standard Oil Company of New Jersey*	1916
187	H. H. ROGERS	*Tanker*	21,250	*Standard Oil Company of New Jersey*	1916
188	MARIANA	*Freight*	7,030	*New York and Porto Rico Steamship Company*	1915
189	WALTER D. NOYES	*Freight*	9,220	*Crowell & Thurlow Steamship Company*	1915
190	EDGAR F. LUCKENBACH	*Freight*	14,990	*Edgar F. Luckenbach Company*	1916
191	ANTWERPEN	*Tanker*	16,650	*Standard Oil Company of New Jersey*	1916
192	STEPHEN R. JONES	*Freight*	9,220	*Crowell & Thurlow Steamship Company*	1915
193	HENRY R. MALLORY	*Freight and Passenger*	9,890	*The Mallory Steamship Company*	1916
194	MUNALBRO	*Freight*	9,220	*The Munson Steamship Company*	1916
196	WM. G. WARDEN	*Tanker*	21,250	*Standard Oil Company of New Jersey*	1917
197	F. W. BARSTOW	*Tanker*	21,250	*Standard Oil Company of New Jersey*	1917
198	WM. A. McKENNEY	*Freight*	12,800	*Crowell & Thurlow Steamship Company*	1916
199	FELIX TAUSSIG	*Freight*	12,800	*Crowell & Thurlow Steamship Company*	1917
200	MUNDELTA	*Freight*	10,675	*The Munson Steamship Company*	1917
201	O. B. JENNINGS	*Tanker*	21,250	*Standard Oil Company of New Jersey*	1917
202	TORRES	*Tanker*	9,760	*The Southern Pacific Company*	1917
203	EL ALMIRANTE	*Freight*	9,420	*The Southern Pacific Company*	1917
204	EL CAPITAN	*Freight*	9,420	*The Southern Pacific Company*	1917
205	J. C. DONNELL	*Tanker*	21,200	*The Atlantic Refining Company*	1918
206	MUNINDIES	*Freight*	10,410	*The Munson Steamship Company*	1917
207	MUNAIRES	*Freight*	10,410	*The Munson Steamship Company*	1918
208	H. M. FLAGLER	*Tanker*	16,850	*Standard Oil Company of New Jersey*	1918
209	F. D. ASCHE	*Tanker*	16,850	*Standard Oil Company of New Jersey*	1918
210	MARYLAND	*Battleship*	32,619	*U. S. Navy*	1921
211	WEST VIRGINIA	*Battleship*	32,619	*U. S. Navy*	1923
212	AGWIDALE	*Freight*	10,410	*A. G. W. I. Steamship Company*	1918
213	AGWISTAR	*Freight*	10,410	*A. G. W. I. Steamship Company*	1919
217	LAMBERTON	*Destroyer*	1,207	*U. S. Navy*	1918
218	RADFORD	*Destroyer*	1,207	*U. S. Navy*	1918
219	MONTGOMERY	*Destroyer*	1,207	*U. S. Navy*	1918
220	BREESE	*Destroyer*	1,207	*U. S. Navy*	1918
221	GAMBLE	*Destroyer*	1,207	*U. S. Navy*	1918
222	RAMSAY	*Destroyer*	1,207	*U. S. Navy*	1919
223	HOPEWELL	*Destroyer*	1,207	*U. S. Navy*	1919
224	THOMAS	*Destroyer*	1,207	*U. S. Navy*	1919
225	HARADEN	*Destroyer*	1,207	*U. S. Navy*	1919
226	ABBOT	*Destroyer*	1,207	*U. S. Navy*	1919
227	BAGLEY	*Destroyer*	1,207	*U. S. Navy*	1919
228	CLEMSON	*Destroyer*	1,277	*U. S. Navy*	1919
229	DAHLGREN	*Destroyer*	1,277	*U. S. Navy*	1920
230	GOLDSBOROUGH	*Destroyer*	1,277	*U. S. Navy*	1920
231	SEMMES	*Destroyer*	1,277	*U. S. Navy*	1920
232	SATTERLEE	*Destroyer*	1,277	*U. S. Navy*	1919
233	MASON	*Destroyer*	1,277	*U. S. Navy*	1920

Hull No.	Name	Type	Displacement	Owner	Delivered
234	GRAHAM	*Destroyer*	1,277	*U. S. Navy*	1920
235	ABEL P. UPSHUR	*Destroyer*	1,277	*U. S. Navy*	1920
236	HUNT	*Destroyer*	1,277	*U. S. Navy*	1920
237	WELBORN C. WOOD	*Destroyer*	1,277	*U. S. Navy*	1920
238	GEO. E. BADGER	*Destroyer*	1,277	*U. S. Navy*	1920
239	BRANCH	*Destroyer*	1,277	*U. S. Navy*	1920
240	HERNDON	*Destroyer*	1,277	*U. S. Navy*	1920
241	DALLAS	*Destroyer*	1,277	*U. S. Navy*	1920
248	PATOKA	*Tanker*	16,850	*U. S. Shipping Board*	1919
249	RAMAPO	*Tanker*	16,850	*U. S. Shipping Board*	1919
250	RAPIDAN	*Tanker*	16,850	*U. S. Shipping Board*	1919
251	SALINAS	*Tanker*	16,850	*U. S. Shipping Board*	1920
252	SAPELO	*Tanker*	16,850	*U. S. Shipping Board*	1920
253	SEPULGA	*Tanker*	16,850	*U. S. Shipping Board*	1920
254	TIPPECANOE	*Tanker*	16,850	*U. S. Shipping Board*	1920
255	TRINITY	*Tanker*	16,850	*U. S. Shipping Board*	1920
256	GOLDEN STATE	*Passenger and Freight*	21,208	*U. S. Shipping Board*	1921
257	SILVER STATE	*Passenger and Freight*	21,208	*U. S. Shipping Board*	1921
259	AGWISTONE	*Tanker*	21,250	*A. G. W. I. Steamship Company*	1922
260	AGWISMITH	*Tanker*	21,250	*A. G. W. I. Steamship Company*	1922
261	JOHN D. ARCHBOLD	*Tanker*	29,000	*Standard Oil Company of New Jersey*	1921
262	WM. ROCKEFELLER	*Tanker*	29,000	*Standard Oil Company of New Jersey*	1921
263	DOLPHIN	*Yacht*	493	*Mortimer L. Schiff*	1922
265	OHIO	*Yacht*	641	*E. W. Scripps*	1922
266	CITY OF CHATTANOOGA	*Passenger and Freight*	7,180	*Ocean Steamship Company of Savannah*	1923
267	CITY OF BIRMINGHAM	*Passenger and Freight*	7,180	*Ocean Steamship Company of Savannah*	1923
268-271	U. S. E. D. NOS. 27, 28, 29, 30	*Dump Scows*	.....	*U. S. War Department*	1923
273	J. H. SENIOR	*Oil Barge*	2,287	*Standard Oil Company of New Jersey*	1924
274	CHEROKEE	*Passenger and Freight*	7,220	*Clyde Steamship Company*	1925
275	SEMINOLE	*Passenger and Freight*	7,220	*Clyde Steamship Company*	1925
276	GEORGE WASHINGTON	*Passenger and Freight*	6,520	*Old Dominion Steamship Company*	1924
277	ROBERT E. LEE	*Passenger and Freight*	6,520	*Old Dominion Steamship Company*	1925
278-279	H. T. CO. NOS. 1 & 2	*Coal Barges*	.....	*N. N. & H. R. G. & E. Co.*	1924
280	COAMO	*Passenger and Freight*	11,040	*New York and Porto Rico Steamship Company*	1925
281	NENEMOOSHA	*Yacht*	178	*Alfred I. DuPont*	1925
282	NORFOLK	*Dredge Hull*	.....	*A. G. & P. Company*	1925
283-284	C. & O. BARGES NOS. 1 & 2	*Freight Barges*	.....	*Chesapeake & Ohio Railway Company*	1925
285-286	U. S. E. D. NOS. 13 & 14	*Barge Hull*	.....	*U. S. War Department*	1925
287	MOHAWK	*Passenger and Freight*	7,220	*Clyde Steamship Company*	1926
288	CHATHAM	*Passenger and Freight*	6,950	*Merchants and Miners Transportation Company*	1926
289	DORCHESTER	*Passenger and Freight*	6,950	*Merchants and Miners Transportation Company*	1926
290	FAIRFAX	*Passenger and Freight*	6,950	*Merchants and Miners Transportation Company*	1926
291	25-1	*Barge Hull*	.....	*U. S. War Department*	1925
292	RAYMOND	*Dredge*	.....	*U. S. War Department*	1926
293	PAWNEE	*Yacht*	655	*Harry P. Bingham*	1926
294	P. R. R. NO. 18	*Tug*	.....	*Pennsylvania Railroad Company*	1926
295	P. R. R. NO. 26	*Tug*	.....	*Pennsylvania Railroad Company*	1925
296 to 298	.....	*Oil Barges*	.....	*The Arundel Corporation*	1925
299	.....	*Dredge Hull*	.....	*R. B. Knox*	1925
300	P. R. R. NO. 804	*Grain Barge*	.....	*Pennsylvania Railroad Company*	1925
301	P. R. R. NO. 805	*Grain Barge*	.....	*Pennsylvania Railroad Company*	1925
302	NO. 825	*Barge*	.....	*U. S. War Department*	1925
303	SAVARONA	*Yacht*	805	*Richard M. Cadwalader*	1926
304	ARCADIA	*Yacht*	733	*Galen L. Stone*	1926
305	JOSEPHINE	*Yacht*	400	*E. S. Burke, Jr.*	1926
306	IROQUOIS	*Passenger and Freight*	8,650	*Clyde Steamship Company*	1927
307	SHAWNEE	*Passenger and Freight*	8,650	*Clyde Steamship Company*	1927
308	ARAS	*Yacht*	540	*Hugh J. Chisholm*	1926
309 to 311	.....	*Freight Barges*	.....	*Chesapeake & Ohio Railway Company*	1926
312	C. & O. RY. NO. 3	*Car Float*	.....	*Chesapeake & Ohio Railway Company*	1926
313	P. R. R. NO. 15	*Drill Tug*	.....	*Pennsylvania Railroad Company*	1926

Hull No.	Name	Type	Displacement	Owner	Delivered
314	P. R. R. NO. 20	*Drill Tug*	.....	*Pennsylvania Railroad Company*	1926
315	CALIFORNIA	*Passenger and Freight*	30,260	*American Line Steamship Corporation*	1928
316	ROBADOR	*Yacht*	573	*Robert Law, Jr.*	1926
317	ALGONQUIN	*Passenger and Freight*	7,250	*Clyde Steamship Company*	1926
318	NORTHLAND	*Revenue Cutter*	2,023	*U. S. Coast Guard*	1927
319	CARACAS	*Passenger and Freight*	6,480	*Red "D" Line*	1927
320	NO. 9	*Barge*	.....	*U. S. War Department*	1927
321	MONARCH II	*Barge*	650	*Merritt-Chapman*	1927
323	HOUSTON	*Cruiser*	11,574	*U. S. Navy*	1930
324	AUGUSTA	*Cruiser*	11,574	*U. S. Navy*	1931
325	YORKTOWN	*Bay Steamer*	2,240	*Chesapeake Steamship Company*	1928
326	VIRGINIA	*Passenger and Freight*	30,924	*American Line Steamship Corporation*	1928
327	W. J. HARAHAN	*Tug*	485	*Chesapeake & Ohio Railway Company*	1928
328	VIKING	*Yacht*	1,625	*George F. Baker, Jr.*	1929
329	PENNSYLVANIA	*Passenger and Freight*	30,924	*American Line Steamship Corporation*	1929
335	C. & O. RY. NO. 3	*Freight Barge*	.....	*Chesapeake & Ohio Railway Company*	1929
336	C. & O. RY. NO. 4	*Freight Barge*	.....	*Chesapeake & Ohio Railway Company*	1929
337	MORRO CASTLE	*Passenger and Freight*	16,113	*Ward Line*	1930
338	ORIENTE	*Passenger and Freight*	16,113	*Ward Line*	1930
339	PRESIDENT HOOVER	*Passenger and Freight*	31,441	*Dollar Line*	1931
340	PRESIDENT COOLIDGE	*Passenger and Freight*	31,441	*Dollar Line*	1931
342	FLORIDA	*Passenger and Freight*	5,886	*P. & O. Steamship Company*	1931
344	TALAMANCA	*Passenger and Freight*	10,933	*United Mail Steamship Company*	1931
345	SEGOVIA	*Passenger and Freight*	10,933	*United Mail Steamship Company*	1931
346	CHIRIQUI	*Passenger and Freight*	10,933	*United Mail Steamship Company*	1932
347	COLOMBIA	*Passenger and Freight*	9,560	*Colombian Mail Steamship Corporation*	1932
348	HAITI	*Passenger and Freight*	9,560	*Colombian Mail Steamship Corporation*	1932
350	SAINT JOHN	*Passenger and Freight*	6,811	*Eastern Steamship Line, Inc.*	1932
351	ACADIA	*Passenger and Freight*	6,811	*Eastern Steamship Line, Inc.*	1932
353	RANGER	*Aircraft Carrier*	15,758	*U. S. Navy*	1934
354	PETEN	*Passenger and Freight*	10,930	*United Mail Steamship Company*	1933
355	STEEL BARGE NO. 33	*Oil Barge*	508	*Newport News Shipbuilding & Drydock Co.*	1932
356	HUNTINGTON	*Tug*	489	*Newport News Shipbuilding & Drydock Co.*	1933
357	ANGELINA	*Cargo Vessel*	10,611	*A. H. Bull Steamship Company*	1934
358	MANUELA	*Cargo Vessel*	10,611	*A. H. Bull Steamship Company*	1934
359	YORKTOWN	*Aircraft Carrier*	23,547	*U. S. Navy*	1937
360	ENTERPRISE	*Aircraft Carrier*	23,547	*U. S. Navy*	1938
361	BOISE	*Light Cruiser*	11,581	*U. S. Navy*	1938
362	ST. LOUIS	*Light Cruiser*	11,790	*U. S. Navy*	1939
363	MUSTIN	*Destroyer*	1,960	*U. S. Navy*	1939
364	RUSSELL	*Destroyer*	1,960	*U. S. Navy*	1939
365	GEO. W. STEVENS	*Harbor Tug*	504	*Chesapeake & Ohio Railway Company*	1937
366	F. M. WHITAKER	*Harbor Tug*	511	*Chesapeake & Ohio Railway Company*	1937
367	ESSO DELIVERY NO. 11	*Tanker*	3,570	*Standard Oil Company of New York*	1938
368	STEEL BARGE NO. 30	*Scow*	303	*Newport News Shipbuilding & Drydock Co.*	1937
369	AMERICA	*Passenger and Cargo*	35,440	*United States Lines*	1940
370	ESSO RICHMOND	*Tanker*	23,359	*Standard Oil Company of New Jersey*	1940
371	ESSO RALEIGH	*Tanker*	23,359	*Standard Oil Company of New Jersey*	1940
372	ESSO COLUMBIA	*Tanker*	23,359	*Standard Oil Company of New Jersey*	1940
373	NIGHTINGALE	*Cargo*	13,859	*U. S. Maritime Commission*	1939
374	STAG HOUND	*Cargo*	13,859	*U. S. Maritime Commission*	1939
375	SANTA ANA	*Cargo*	13,859	*U. S. Maritime Commission*	1940
376	SANTA TERESA	*Cargo*	13,859	*U. S. Maritime Commission*	1940
378	INDIANA	*Battleship*	35,000	*U. S. Navy*	1942
379	PRESIDENT JACKSON	*Passenger and Cargo*	16,175	*U. S. Maritime Commission*	1940
380	PRESIDENT MONROE	*Passenger and Cargo*	16,175	*U. S. Maritime Commission*	1940
381	PRESIDENT HAYES	*Passenger and Cargo*	16,175	*U. S. Maritime Commission*	1941
382	PRESIDENT GARFIELD	*Passenger and Cargo*	16,175	*U. S. Maritime Commission*	1941
383	PRESIDENT ADAMS	*Passenger and Cargo*	16,175	*U. S. Maritime Commission*	1941
384	PRESIDENT VAN BUREN	*Passenger and Cargo*	16,175	*U. S. Maritime Commission*	1941
385	HORNET	*Aircraft Carrier*	23,297	*U. S. Navy*	1941

Hull No.	Name	Type	Displacement	Owner	Delivered
386	PRESIDENT POLK	*Passenger and Cargo*	16,175	*U. S. Maritime Commission*	1941
387	HAWAIIAN PLANTER	*Cargo*	18,260	*Matson Navigation Company*	1941
388	HAWAIIAN PACKER	*Cargo*	18,260	*Matson Navigation Company*	1941
389	IRENEE Du PONT	*Cargo*	13,859	*Int. Freighting Corporation, Inc.*	1941
390	BIRMINGHAM	*Light Cruiser*	.....	*U. S. Navy*	1943
391	MOBILE	*Light Cruiser*	.....	*U. S. Navy*	1943
392	ESSEX	*Aircraft Carrier*	.....	*U. S. Navy*	1942
393	YORKTOWN	*Aircraft Carrier*	.....	*U. S. Navy*	1943
394	INTREPID	*Aircraft Carrier*	.....	*U. S. Navy*	1943
395	HORNET	*Aircraft Carrier*	.....	*U. S. Navy*	1943
396	FRANKLIN	*Aircraft Carrier*	.....	*U. S. Navy*	1944
397	TICONDEROGA	*Aircraft Carrier*	.....	*U. S. Navy*	1944
398	RANDOLPH	*Aircraft Carrier*	.....	*U. S. Navy*	....
399	BILOXI	*Light Cruiser*	.....	*U. S. Navy*	1943
400	HOUSTON	*Light Cruiser*	.....	*U. S. Navy*	1943
401 to 407	LSD 9-15	*Landing Ship, Dock*	.....	*U. S. Navy*	....
408	AMSTERDAM	*Light Cruiser*	.....	*U. S. Navy*	1944
409	PORTSMOUTH	*Light Cruiser*	.....	*U. S. Navy*	....
410	BOXER	*Aircraft Carrier*	.....	*U. S. Navy*	....
411	VICKSBURG	*Light Cruiser*	.....	*U. S. Navy*	....
412	DULUTH	*Light Cruiser*	.....	*U. S. Navy*	....
413 to 430	LST 383-400	*Landing Ship, Tank*	.....	*U. S. Navy*	10/26/42 to 1/7/43
439	.....	.....	.....	*U. S. Navy*	....
440	.....	.....	.....	*U. S. Navy*	....
443	.....	.....	.....	*U. S. Navy*	....
444	.....	.....	.....	*U. S. Navy*	....
445	.....	.....	.....	*U. S. Navy*	....
446	.....	.....	.....	*U. S. Navy*	....
447	.....	.....	.....	*U. S. Navy*	....
448	.....	.....	.....	*U. S. Navy*	....
449	.....	.....	.....	*U. S. Navy*	....
450	.....	.....	.....	*U. S. Navy*	....
451	.....	.....	.....	*U. S. Navy*	....
452	.....	.....	.....	*U. S. Navy*	....
453	.....	.....	.....	*U. S. Navy*	....
454	.....	.....	.....	*U. S. Navy*	....
455	.....	.....	.....	*U. S. Navy*	....
456	.....	.....	.....	*U. S. Navy*	....
457	.....	.....	.....	*U. S. Navy*	....

"TAKE it all in all, a ship of the line is the most honourable thing that man, as a gregarious animal, has ever produced. Into that he has put as much of his human patience, common sense, forethought, experimental philosophy, self-control, habits of order and obedience, thoroughly wrought handwork, defiance of brute elements, careless courage, careful patriotism, and calm expectation of the judgment of God, as can well be put into a space of 300 feet long and 40 feet broad."—*John Ruskin* (1819-1900).